

**Staff
Summary
Report**



**To: Mayor and City Council
Through: City Manager**

**Agenda Item Number 38
Meeting Date: 01/25/01**

SUBJECT: HAYDEN FERRY LAKESIDE #SPD-2000.81

PREPARED BY: Hector Tapia, Senior Planner (480-350-8331)

REVIEWED BY: Dave Fackler, Development Services Manager (480-350-8333)

BRIEF: This is the second public hearing for Hayden Ferry Lakeside for a Final Planned Area Development for Phase II and III at 24 East Rio Salado Parkway.

COMMENTS: **PLANNED DEVELOPMENT (0406)** Hold the second public hearing for **HAYDEN FERRY LAKESIDE** (Hayden Ferry Lakeside, LLC) for a Final PAD for Phase II and III on 3.21 net acres located at 24 East Rio Salado Parkway. The following approval is requested from the City of Tempe:

#SPD- 2000.81 A Final Planned Area Development for Phase II and III consisting of 536,700 s.f. for two office building and 46,300 s.f. of retail space, including a parking structure with 2,215 parking spaces (seven levels of parking) on 3.21 net acres, located at 24 East Rio Salado Parkway in the MG Zoning District.

Document Name: 20010125devsrh09

Supporting Documents: Yes

SUMMARY: Hayden Ferry Lakeside is a mixed use master plan development comprising of 725,000 s.f. of office, 66,000 s.f. retail/restaurant, a 265-room hotel, and a 388-unit residential component. Total parking will be 4,045 spaces (2,500 spaces above grade and 1,545 in underground garages). On September 14, 2000, Council approved an Amended Preliminary Planned Area Development (PAD) and a Final PAD for Phase I. Phase I approval included 188,000 s.f. of office (8 stories), 19,500 s.f. of retail at the first floor and 97 underground parking spaces, and 700 parking spaces (two levels below-grade and one at grade). This request is now for a Final PAD for Hayden Ferry Lakeside Phase II and III. These two phases include two office buildings totaling 536,700 s.f. (12 and 10 stories each with one level below-grade parking garage), 46,300 s.f. of retail space, and a 7-level parking structure with 2,215 parking spaces. Break ground for Phase I is scheduled for April 2001. Phases II and III will follow but it will depend on current market conditions. Staff has evaluated this request and is consistent with the approved Preliminary PAD and Phase I. On December 12, 2000, Planning Commission approved this request. At this public hearing, a citizen expressed concerns about traffic. Staff recommends approval subject to the attached conditions.

RECOMMENDATION: Staff – Final P.A.D. Phase II and III, Approval.
Planning Commission - Approval

ATTACHMENTS:	1	List of Attachments
	2-5	History & Facts / Description
	6-8	Comments
	9-11	Reason for Approval / Conditions of Approval
	12	Letter of Explanation/Intent
	13	Final PAD for Hayden Ferry Phase II and III (sheets 1-33)
	14	Previously approved conditions of approval
	15	Planning Commission Minutes, 12/12/2000

HISTORY & FACTS:

August 26, 1991

City of Tempe and Arizona State University issued a joint Request for Proposals for the development of approximately 45.5 acres of land along the south bank of the proposed Rio Salado Town Lake extending east from Mill Ave., past Rural Road.

June 1992

City Council selected Bay State Benton Robb for this downtown project. City Council directed the Developer and staff to carry out an extensive public comment period as well as to negotiate the Development Disposition Agreement. The initial conceptual masterplan indicated a Floor Area Ratio (FAR) across the entire site, including the ASU "open space", approximately 1.0 with much of the intensity (and a greater FAR) located between Mill Avenue and the College Ave. alignment.

March 18, 1993

The Conceptual Master Plan was revised to address concerns raised by the public during the 8-month review and negotiation period.

October 29, 1993

The City and Bay State/Benton Robb enter into Development and Disposition Agreement for the Development of Hayden Ferry as part of the Tempe Rio Salado. That DDA incorporated as an integral part of the Agreement, the Conceptual plan and scope of development as submitted by Bay State Benton Robb on February 17, 1992 and amended on March 18, 1993.

November 25, 1997

The Planning Commission approved, by a 4-3 vote, a zone change and Preliminary P.A.D. consisting of: 220,000 s.f. (275 rooms) for hotel, 10,000 s.f. health club, 700,000 s.f. office, 40,000 s.f. restaurant, plus 2,000 s.f. for outdoor dining, 50,000 s.f. retail and 530,000 s.f. (480 units) of residential, for a total building area of 1,552,000 on 16.6 acres. In addition, two use permits for shared parking and outdoor dining for restaurants and a variance to reduce required building setback in the front and street side yards from 25' to 0' were approved.

December 18, 1997

The City Council approved a zoning change from AG Agricultural District (.6 acres), RI-6 Single Family Residential District (14.3 acres) and I-2 General Industrial District (1.7 acres) to MG Multi-Use General District for a total of 16.6 net acres. They also approved a Preliminary P.A.D. consisting of: 1,552,000 s.f. total bldg. area for 700,000 s.f. office; 220,000 s.f. hotel (275 rooms); 50,000 s.f. retail; 530 s.f. residential (480 units); 40,000 s.f. restaurant (plus an additional 2,000 s.f. outdoor dining); and 10,000 s.f. health club including two use permits for shared parking and outdoor dining and a variance to reduce the required building setback in the front and street side yards from 25' to 0'.

October 27, 1998.

Rio Salado Commission voted unanimously to support an Amended Preliminary and Final PAD for a 1.62 million square foot mixed use development for Hayden Ferry North.

<u>November 10, 1998</u>	The Planning Commission approved, by a 6-1 vote, (Commissioner Spitler dissented) an Amended Preliminary PAD for 1.62 million square feet of mixed use at 24 E. Rio Salado Parkway.
<u>December 16, 1998</u>	The Design Review Board approved the landscape plan, site plan, building materials and elevations for Phase I of Hayden Ferry North.
<u>January 12, 1999</u>	The Planning Commission approved, by a 7-0 vote, a Final PAD for Phase I including office, hotel, and retail uses at 24 E. Rio Salado Parkway.
<u>February 4, 1999</u>	Council approved an Amended Preliminary P.A.D. consisting of: 725,000 s.f. office; 220,000 s.f. hotel (275 rooms); 65,800 s.f. retail; 616,200 s.f. residential (388 units) for a total of 1,627,000 s.f. bldg. area with 5 variances. They also approved a Final PAD including 220,000 s.f. hotel (265 rooms), 164,000 s.f. office, & 5,000 s.f. retail.
<u>March 16, 2000</u>	A Development Disposition Agreement (DDA) between Benton-Robb Suncor and the City of Tempe was established, granting the property owner the rights to the same basic development rights as previously granted regarding land use, intensity, development and aggregate building size.
<u>May 3, 2000</u>	The Design Review Board held a public meeting with a pre-session presentation of Hayden Ferry Lakeside.
<u>May 17, 2000</u>	The Design Review Board held a public meeting with a second pre-session presentation of Hayden Ferry Lakeside.
<u>May 23, 2000</u>	The Planning Commission held a public meeting with a pre-session presentation of Hayden Ferry Lakeside.
<u>June 5, 2000.</u>	The Rio Salado Commission voted unanimously to support the Amended Preliminary and Final PAD for Hayden Ferry Lakeside.
<u>June 20, 2000</u>	The Planning Commission held a public meeting with a second pre-session presentation of Hayden Ferry Lakeside.
<u>June 21, 2000</u>	The Design Review Board held a public meeting with a third pre-session presentation of Hayden Ferry Lakeside.
<u>July 11, 2000</u>	At the Planning Commission public hearing for a Preliminary Planned Area Development for Hayden Ferry Lakeside, a motion was made to approve the case. The vote was 3-1 in favor of the project. (Commission Spitler dissented). This constitutes a procedural denial due to the fact that four affirmative votes are required per the zoning ordinance. Five residents expressed concern over building heights and loss of view corridors. Commissioner Spitler expressed concern for over-building parking.

July 19, 2000 Design Review Board approved the building elevations, materials, landscape plan and site plan for an office building and parking structure (two levels of below-grade parking and one level at-grade parking) for Hayden Ferry Lakeside-Phase I.

July 25, 2000 Planning Commission approved a Final Planned Area Development for Phase I of Hayden Ferry Lakeside, by a 4-1 vote.

September 14, 2000 City Council approved an Amended Preliminary PAD and a Final PAD for Phase I of Hayden Ferry Lakeside.

December 12, 2000 Planning Commission approved a Final PAD for Hayden Ferry Lakeside Phase II and III.

DESCRIPTION: Owner -Hayden Ferry Lakeside, LLC
Applicant - SunCor, Randy Levin
Architect - Cornoyer Hedrick, Oscar Hernandez
Existing zoning - MG Multi-Use General District
Total site area – 16.99 net acres
Phase II and III – 3.21 net acres

BUILDING AREA FOR HAYDEN FERRY LAKESIDE, ALL PHASES:

Total area -	1,626,700 s.f.
Office -	725,000 s.f.
Hotel (265 rooms) -	220,000 s.f.
Retail/Restaurant -	65,500 s.f.
Residential -	(388 units) 616,200 s.f.
Total Bldg. Lot Coverage -	36.4%

Approved shared parking model
Minimum peak demand requirement – 3,361 spaces
Recommended (5% adjustment) – 3,529 spaces
Total parking to be provided on-site – 4,045 spaces
Bicycle parking provided – 377 spaces (per variance, 50% of total required)
Landscape Required – 15%
Landscaping provided – 17.6%
Maximum Allowed Floor Area Ratio – 3.0
Floor Area Ration Provided – 2.2

Building Heights:

#	Type	Floors	Height
B1	Office	8	138'
B2	Office	12	194'
B3	Office	10	166'
P1	Pkg. Str.	8	97'
H1	Hotel	12	145'
C1	Condo.	5	66'
C2	Condo	12	144'
C3	Condo	12	144'
C4	Condo	6	82'

BUILDING AREA FOR HAYDEN FERRY LAKESIDE, PHASE II AND III:

Total Building Area -	583,000 s.f.
Office -	536,700 s.f.
Retail/Restaurant -	46,300 s.f.
Total Bldg. coverage -	53%

Parking Provided, Phase II and III – 2,215 spaces
Bicycle parking provided Phase II and III – 115 spaces
Landscaping Required – 15%
Landscaping provided – 17.6%%

Building Heights:

#	Type	Floors	Height
B2	Office	12	194'
B3	Office	10	166'
P1	Pkg. Str.	7	97'

Previously Approved Variances: (9/2000)

#SPD-2000.37 Variances Requested:

1. Reduce required bicycle parking for the entire site by 50%.
2. Waive the required landscape islands at the end of parking rows for the at-grade structured parking in Phase I.

#SPD-2000.40 Variances Requested:

1. Increase the maximum allowed height for a parapet on an office building for 5' to 16'.
2. Allow the use of exterior metal walls & columns for an office building.

Previously Approved Variances: (2/99)

1. Increase the slope of a retention area from 4:1 to 1:1 at the east side of the land bridge, north of the office building.
2. Reduce the required number of bicycle parking spaces from 164 to 82 in an ASU commuting area.
3. Increase the allowed height for a parapet on the office building from 5' to 10'.
4. Increase the allowed height for mechanical penthouse on the office building from 12' to 20'.
5. Increase the allowed height for mechanical penthouse on the hotel from 12' to 15'.

Previously Approved Variance: (12/97)

Reduce the required building front and street side yard setbacks from 25' to 0' in The MG zoning district.

Previously Approved Use Permits: (12/97)

1. Allow shared parking in the MG zoning district.
2. Allow outdoor dining for restaurants.

COMMENTS: On December 18, 1997, Council approved a Preliminary Planned Area Development) P.A.D. for Hayden Ferry North (now Hayden Ferry Lakeside). An amended Preliminary PAD for Hayden Ferry North was approved on February 4, 1999. On September 14, 2000, the City Council approved an Amended Preliminary P.A.D. for Hayden Ferry Lakeside and a Final P.A.D. for Phase I. This request is now for a Final PAD for Phase II and III located at 24 East Rio Salado Parkway.

On November 28, 2000, Planning Commission held a pre-session discussion regarding this request. The applicant briefly explained the overall Hayden Ferry Lakeside development and explained in more detail the extent of this request, Phase II and III. A scaled model and a computer generated 3D model on video were shown as reference. The Planning Commission public hearing for this request was held on December 12, 2000.

Project Description, (Overall Project)

Hayden Ferry Lakeside is a master plan consisting of 1.6 million square feet of hotel, office, retail, restaurant, and residential space on 16.99 net acres. The site is located on the north side of the Rio Salado Parkway, just east of the Mill Avenue Bridge. The current Amended Preliminary Planned Area Development (PAD) includes: 725,000 s.f. office, 65,500 s.f. retail and restaurant, 220,000 s.f. hotel (265 rooms), 616,200 s.f. condominiums (388 units) and a 10-level parking structure (2 levels below grade, 1 at-grade and 7 levels above-grade).

Phase I (approved)

On September 14, 2000 Council approved the first phase of development for Hayden Ferry Lakeside. That approval included an 8-story 207,500 s.f. office building with restaurant / retail on the ground floor, 97 underground parking spaces (below this building) and a parking structure with 700 parking spaces (three levels of parking, two below-grade and one at-grade). This Phase is expected to start construction in April 2001.

Phase II and III

This request is now for a Final PAD for Hayden Ferry Lakeside Phase II and III. Phase II and III include two office buildings totaling 536,000 s.f. (12 and 10 stories plus each with one level below-grade parking garage), 46,300 s.f. of retail space, and a 7-level parking structure with 2,215 parking spaces. The applicant's intention is to start construction of Phases II and III soon after Phase I but it will depend on next year's market conditions.

The current plan shows one major entryway into the project, east of the parking structure (P1). 7 levels of above-grade parking will be added in Phase II and III. Retail shops and restaurants are proposed at the plaza level of the garage, on the north and west elevations. Clear pedestrian access through the development to the Lake will be available upon completion of the first phase and continued on Phase II and III.

Parking

Phase II and III add approximately 2,215 parking spaces. Those spaces would be in the centrally-located parking structure with the balance of the parking in single-level underground garages below the office building footprints. Parking will be provided, as previously approved, using the City's revised "Parking Demand - Shared Parking Analysis". The shared uses offers balance between the office component and the retail component for these two phases and Phase I. [A use permit for shared parking was granted by Council on December 18, 1997, as part of a Preliminary PAD approval.]

Transit Easement

A 14' transit easement and a future transit stop are proposed for the north side of Rio Salado Parkway. No change has occurred since the last approval.

Phasing

Phasing continues to be a part of the development plan. The developers anticipate starting construction for Phase II and III right after Phase I but it will depend on market conditions and demand for office space during 2001. According to the applicant, the hotel and the first phase of the residential project are in the evaluation process and if the market and demand allows it, their Final PAD applications should follow.

Public Comments

At the December 12, 2000 Planning Commission public hearing, one citizen expressed concerns about the automobile traffic that would be generated at the subject site and from the site. Traffic impact analyses has been done from the initial Hayden Ferry application few years ago and other development proposals along the Rio Salado Master Plan. The Rio Salado Parkway improvements were in part from recommended solutions in those traffic impact reports reviewed and approved by Tempe's Traffic Engineering Division. The Rio Salado Parkway, by design, moves slow traffic (traffic calming), encouraging pedestrian traffic at the Mill Avenue and Rio Salado Parkway intersection. Staff agrees that more auto traffic will be generated from this proposal but with sufficient on site parking, spaces below grade and within the parking structure, a pedestrian environment similar to the Mill Avenue corridor should be created.

Staff Analysis

The Preliminary PAD establishes approximate densities, building placement, land uses, driveway locations and parking locations. Final details, (e.g. refuse locations, emergency vehicle access, etc.) are resolved with the Final PAD as with the approved Phase I and this request here for Phase II and III. No building construction will occur until a Final PAD is approved for each phase of development.

As in the previous approval, staff and the applicant have discussed the following issues with the developer as they relate to the Preliminary P.A.D. and Final P.A.D's:

- Preservation of view corridors
- Line of sight to the Buttes and the lake
- Access to the lake
- Potential traffic impacts
- Service areas, and building designs

The above issues have been addressed with the Phase I approval and continue to be part of Phases II and III as each phase develops through the planning process. One issue that was discussed and addressed by the Design Review Board is the layout and design of the parking garage. The parking structure has been well integrated within the overall concept of Hayden Ferry Lakeside. An office/retail component is located on the north side of the garage (R2), retail space at the west side (R1), both creating a pedestrian feel on those sides of the parking structure.

Conclusion

The proposal appears to be compatible with the urban scale and design of projects in the downtown and appears to be consistent with the Preliminary PAD and the Final PAD for Phase I approved by City Council on September 14, 2000. The proposed land uses appear to be compatible with the existing development in the downtown and will allow for office, entertainment, retail, and restaurant opportunities beyond what exists today. The Final PAD for Hayden Ferry Lakeside Phase II and III was approved by the Design Review Board on December 6, 2000 and by the Planning Commission on December 12, 2000. Staff has met with the applicant weekly to discuss all concerns from the City's and developer's perspective and staff feels that the developer has demonstrated the commitment they have on developing Hayden Ferry Lakeside, as a good quality development. One citizen expressed concerns about auto traffic at the subject site at the Planning Commission public hearing, December 12, 2000. Staff recommends approval subject to the attached conditions.

**REASONS FOR
APPROVAL:**

1. The proposed Final P.A.D. for Phase II and III, and the urban scale and density of the project conforms to the previously Council approved Preliminary P.A.D. and Final P.A.D. for Phase I on 09/14/2000.
2. The Final P.A.D. for Phase II and III appears to follow the goals, principles and policies of the specific Downtown/ Rio Salado elements of **General Plan 2020**.

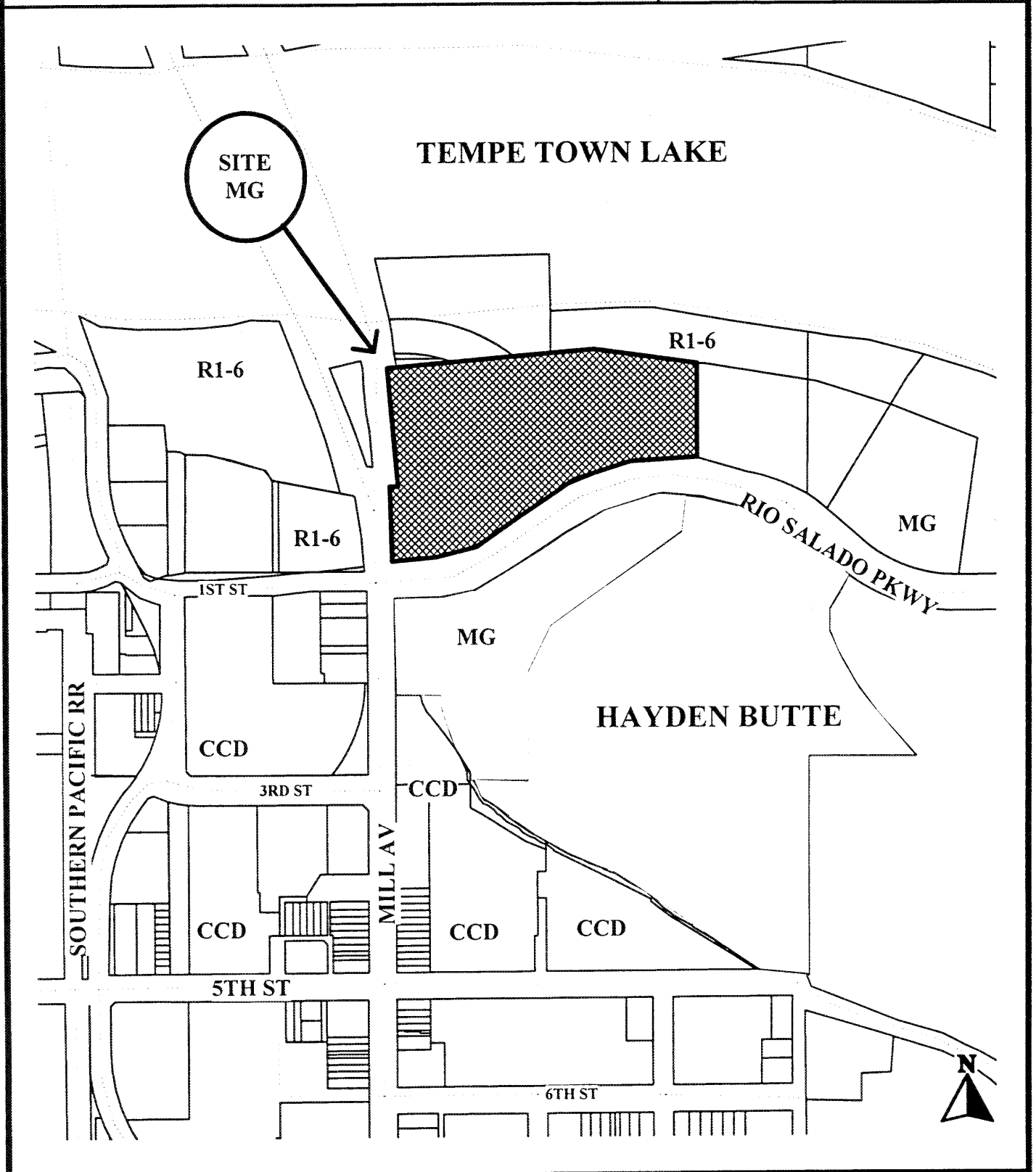
**CONDITIONS OF
APPROVAL FOR
FINAL P.A.D.,
PHASE II AND III:**

1. The Public Works Department shall approve all roadway, alley, and utility easement dedications, driveways, storm water retention, and street drainage plans, water and sewer construction drawings, refuse pickup, and off-site improvements.
 - b. Off-site improvements to bring roadways to current standards include:
 - (1) Water lines and fire hydrants
 - (2) Sewer lines
 - (3) Storm drains.
 - (4) Roadway improvements including street lights, curb, gutter, bikepath, sidewalk, bus shelter, and related amenities.
 - c. Fees to be paid with the development of this project include:
 - (1) Water and sewer development fees.
 - (2) Water and/or sewer participation charges.
 - (3) Inspection and testing fees.
 - d. All applicable off-site plans shall be approved prior to recordation of Final Subdivision Plat.
2.
 - a. All street dedications shall be made within six (6) months of Council approval.
 - b. Public improvements must be installed prior to the issuance of any occupancy permits. Any phasing shall be approved by the Public Works Department.
 - c. All new and existing, as well as on-site and off-site, utility lines (other than transmission lines) shall be placed underground prior to the issuance of an occupancy permit for this (re)development in accordance with the Code of the City of Tempe - Section 25.120.

3. Should the property be subdivided, the owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be in a form satisfactory to the Development Services Manager and City Attorney.
4. No variances shall be created by future property lines without the prior approval of the City of Tempe.
5. This plan shall be recorded prior to the issuance of permits, and shall show cross access to be maintained throughout this site over the driving aisles. No changes or modifications to the driving aisles will be allowed without the prior approval of the Transportation Division.
6. The applicant shall comply with all applicable state and federal laws regarding archeological artifacts on this site.
7. The owner shall provide parking according to the model recommended in the report submitted with the request. The model may be modified with prior approval of the Zoning Administrator.
8. A parking association shall be formed to include all owners and/or managers of all parcels within this project. The City Attorney shall review and approve all association documents and agreements.
9. Deceleration lanes shall be located on Rio Salado Parkway. Details to be resolved with Public Works prior to recordation.
10. Developer shall resolve final details of Flood Control access along the entire north edge of the property, along the top of the levy, prior to issuance of a building permit.
11. Details of fire prevention, fire access, emergency water supply issues, and fire truck loading shall be resolved with the Fire Department prior to issuance of a building permit.
12. All applicable conditions as approved by City Council, September 14, 2000, shall apply (SPD-2000.37 and SPD-2000.40), except for any requirement to build a pedestrian bridge over Rio Salado Parkway. All decisions concerning such a bridge shall be resolved as part of the processing and approval of a new PAD for Hayden Ferry South.

HAYDEN FERRY LAKESIDE PHASE II & PHASE III

SPD-2000.81



Location Map SEE OTHER SIDE FOR MORE INFORMATION

EXHIBIT "A"
HAYDEN FERRY LAKESIDE
PHASE TWO & PHASE THREE FINAL P.A.D.
PROJECT NARRATIVE

Hayden Ferry Lakeside (HFL) is planned as an approximately 1,627,000 square foot, mixed-use project located north of Rio Salado Parkway, between the Mill Avenue Bridge and the College Avenue alignment. The project envisions the following mix of uses, which are pursuant to approved and recorded Preliminary P.A.D.:

Hotel - 265 rooms	220,000 square feet
Office	725,000 square feet
Residential - 388 units	616,000 square feet
Retail/Restaurant	66,000 square feet
Total Project Square Footage	<u>1,627,000 square feet</u>

The objective in planning HFL and in modifying the previously approved P.A.D. was to create an attractive, market ready, mixed use development with unique urban spaces that have a memorable quality and create a sense of place that is enjoyable to tenants, residents and visitors alike. Because of its central location, on the Town Lake and at the terminus of Mill Avenue, Hayden Ferry Lakeside will be a natural hub for pedestrian, commercial and civic activity. This activity will be enhanced by inviting public plazas that employ a combination of landscape, hardscape, water features, environmental graphics and public art that will be truly unique in the region.

Pedestrian traffic from Mill Avenue, to the south, and from Tempe Beach Park, to the west, will enter from the intersection of Mill Avenue and Rio Salado Parkway. Initially, visitors will be attracted to the site by a visually strong retail "anchor" immediately off the corner. Once on the site, the pedestrian will be drawn through the project by interesting sidewalk cafes and restaurants, great "people watching" opportunities and the strong attraction of water at the north end of the plaza. The overall objective was to create a plaza environment surrounded by architectural massing that encourages exploration and elicits a "sense of discovery" from those who are visiting for the first time or the thousandth time.

HFL has addressed its parking component in a practical manner that provides City "Shared Use" required parking without incurring parking construction costs that would make the project otherwise infeasible. Specifically, total parking spaces total 4,045, with approximately 2,500 spaces in a centrally located and user-friendly above-grade parking structure with the balance in single level underground garages below the office building "footprints" and below the hotel and residential projects in one and two level configurations. The parking structure is "banded" with retail and office uses along

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HAYDEN FERRY LAKESIDE
PROJECT NARRATIVE
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pedestrian thoroughfares on the west and north face of the garage. The relocation of site-wide below grade parking as shown in previously approved P.A.D. has provided significantly greater opportunity to plant large shade trees and shrubs in public plazas that were formally limited to small, potted plants by the under-plaza parking.

Hayden Ferry Lakeside, LLC has worked with the City's Transportation staff and consultants to continue to accommodate light-rail transit opportunities within Hayden Ferry. The HFL plan continues to allow for a 14' Transit Easement immediately adjacent to the buildings located along the north side of Rio Salado Parkway. It is currently anticipated that the transit system will eventually operate at the Parkway street level and will serve as a part of the connection between the existing Downtown and future projects to the east of HFL. HFL, LLC will continue to work with the Transportation staff to identify further specifics (e.g. type of system, station locations, etc.) regarding transit in Hayden Ferry as transit plans continue to evolve.

Obviously, with a project of the magnitude of Hayden Ferry Lakeside, phasing will be a part of the development plan. It is currently anticipated that B1 building (Final PAD-Phase I, previously approved) totaling 207,500 sq. ft. and containing the first Office Building along with a waterfront, ground floor restaurant/retail use will commence in early 2001. HFL, LLC will complete portions of the plaza, its amenities and the first phase of the parking garage (to grade) along with this first building. It is expected that the hotel and phase one of the residential project will commence shortly after the groundbreaking for office project. The Second Phase will be market driven and will include the B2 building and the R2 building with four levels of parking structure (proposed Final PAD Phase II). The Third Phase will include the B3 building and R1 building with the last three levels of parking structure (proposed Final PAD Phase III).

All previously approved variances and use permits are being renewed at this time. One additional variance is requested at this time, to reduce the required number of bicycle parking spaces to 25 for Phase II and 25 for Phase III, in an ASU commuting area.

In the course of planning this project, HFL, LLC has tried to incorporate and consider all of the complex variables and the varied opinions which contribute to development in the Downtown and along the banks of the Town Lake. We have tried to achieve a balance between the City's Rio Salado Development Policies, the constraints of a complex public infrastructure and utility system and the demands of the real estate marketplace. We believe that the HFL Plan provides a needed balance which will soon result in a valued asset to Tempe, its Downtown and the Town Lake.

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HAYDEN FERRY LAKESIDE, LLC

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November 14, 2000

Honorable Mayor Neil Giuliano
The Tempe City Council &
Tempe Planning Commissioners
31 East Fifth Street
Tempe, Arizona 85281

Dear Mayor Giuliano, Members of the City Council and Planning Commissioners:

The members of Hayden Ferry Lakeside, LLC ("HFL"), SunCor Development Company ("SunCor") and Bay State/Benton-Robb, LLC ("BSBR"), are pleased to submit this Final P.A.D. for Phase Two & Three of Hayden Ferry Lakeside and associated supporting documents for your consideration and approval.

This submittal is the result of many years of collaborative effort between the City, Bay State/Benton-Robb and more recently, SunCor. The following outline provides a brief summary of some of the key dates and events in the history of Hayden Ferry:

August 26, 1991

City of Tempe (in collaboration with Arizona State University (ASU)) issues Request for Proposals (RFP) # 4 - Hayden Ferry, asking qualified developers to submit proposals for the development of approximately 45.5 acres of land along the south bank of the (then) proposed Rio Salado Town Lake extending east from Mill Avenue, past Rural Road.

February 17, 1992

BSBR submits its response to RFP # 4 to the City and ASU. The proposal envisioned the development of just over 3 million square feet of office, retail, residential, hotel and conference center on a 71 acre site (including land owned by Bay State Milling Company, the adjacent property owner). The Floor Area Ratio (FAR) across the entire site, including the ASU "open space" was approximately 1.0 with much of the intensity (and a greater FAR) located between Mill Avenue and the College Avenue alignment.

March 18, 1993

After the City Council's designation of BSBR as the designated developer of Hayden Ferry, BSBR participated in several months of presentations of the Hayden Ferry Development Plan to various public and public/private groups. Following these presentations, BSBR then amended the master plan to reflect the input of these various community interest groups.

6b

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October 29, 1993

BSBR and the City of Tempe enter into Development and Disposition Agreement #C93-55 (the "DDA") for the Development of Hayden Ferry as part of the Tempe Rio Salado. That DDA incorporated, as an integral part of the Agreement, the Conceptual Plan and Scope of Development as submitted by BSBR on February 17, 1992 and as amended on March 18, 1993.

The period between October, 1993 and the latter half of 1996 was the period in which Rio Salado and Hayden Ferry advanced from a conceptual vision to a more feasible development plan. During this time, the City worked on much of the governmental approvals and permits needed to build the Lake. BSBR and the City worked closely together on a Finance Plan for the funding of the Lake and associated infrastructure improvements (including working with APS on transmission line relocation options) and also worked on traffic, engineering and legislative issues. Concurrently, as the real estate market gradually improved, BSBR brought forward several potential development partners who added their individual expertise to the evolution of the project.

October 31, 1996

BSBR submits to the City its initial Preliminary P.A.D. site plan along with an Historical Survey of the Hayden Flour Mill (as required by the DDA), a proposed Schedule of Performance (also as required by the DDA) and an Economic and Fiscal Impact Analysis of Phase One of the Hayden Ferry Project (prepared by Elliott Pollack and Company).

November 20, 1996

The City of Tempe submits its response to the initial BSBR submittal along with a Concept Study Site Plan showing City Planning Staff site plan preferences. Immediately thereafter, BSBR and the City Planning Staff participated in a series of joint planning sessions aimed at producing a revised site plan acceptable to BSBR, the Planning Staff and the City.

October 3, 1996, January 9 and September 4, 1997

BSBR representatives meet with and brief the Tempe Historic Preservation Commission regarding concepts and thoughts regarding the Hayden Flour Mill. The commission is provided with copies of the Historical Survey of the Hayden Flour Mill.

April 7, 1997

BSBR submits a "Draft" revised Preliminary P.A.D. site plan and related materials reflecting the collaborative efforts and inputs of BSBR, its proposed development partners, the City Council, the Planning Staff and the Rio Salado Staff. BSBR and City staff (representing varied City departments and disciplines) commence periodic meetings designed to coordinate City efforts and BSBR efforts needed to bring the "Draft" Preliminary P.A.D. to the Planning Commission and the City Council.

6c

Honorable Mayor Neil Giuliano
The Tempe City Council &
Tempe Planning Commissioners
November 14, 2000
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April 25, 1997

Downtown Tempe Community (DTC) reviews Hayden Ferry Preliminary P.A.D. site plan and provides letter to BSBR summarizing DTC's thoughts on the plan. These comments are largely integrated into BSBR's revised plan.

July 15, 1997

Second revised Preliminary P.A.D. submittal is made to the Planning Department.

August 6, 1997

BSBR requests a continuance of time for presentation of the Preliminary P.A.D. to the Planning and Zoning Commission. The request came as a result of several meetings with the City Planning and Rio Salado staff and was made in an attempt to bring forth a plan which mirrored as closely as possible the design elements that were evolving with our proposed development partners.

October 28, 1997

Third revised Preliminary P.A.D. submittal is made to the Planning and Zoning Commission and City Council. BSBR, based upon discussions with the Planning staff decided to bifurcate its submittal into two separate Preliminary P.A.D. submittals (one for Hayden Ferry - North (i.e. north of realigned Rio Salado Parkway) and the other for Hayden Ferry - South). This decision was made primarily as a result of parking and timing differences between the two projects.

December 18, 1997

The Tempe City Council, following approval by the Planning and Zoning Commission, approves a zoning change to MG Multi-Use General District and the Preliminary Planned Area Development (P.A.D.) requests of Hayden Ferry North (#ZON-97.12, #SPD-97.84) and Hayden Ferry South (#ZON-97.13, #SPD-97.85).

April 30, 1998

City of Tempe and BSBR enter into an Amended and Restated Development and Disposition Agreement, superceding and replacing the Development Agreement of October 29, 1993. The Amended and Restated Agreement incorporated details of the development relationship that were not known in 1993. Matters such as financing, utility relocations, Government Property Leasing and Developer's Schedule of Performance were covered in this new Agreement.

April 30, 1998

BSBR exchanges property needed for construction of Rio Salado Parkway and gifts property for Hayden Butte permanent open space preservation to the City of Tempe.

6d

NOV 14 2000

December, 1997 through October, 1998

BSBR, in cooperation with its proposed development partners and various City departments and staff worked through several significant development issues that had to be confronted before a largely "theoretic" Preliminary P.A.D. could be transformed into a "practical" Final P.A.D. and an Amended Preliminary P.A.D. plan. These impacts included:

Hydrology - The effects of unknown hydrological conditions on the "dry side" of the levees had to be quantified in order to determine the practicality of below podium parking. A complex hydrology model had to be created by our hydrologists before we could determine an appropriate parking configuration.

City of Phoenix Val Vista Water Line Relocation - Before any of Hayden Ferry North could become a reality, a 72" City of Phoenix Water Line had to be relocated. The negotiations to accomplish this feat were lengthy and very complex but resulted in the relocated line being placed in service by the middle of November, 1998, as required by City of Phoenix.

APS Power Line Relocation - The 230kv and 69kv power lines which formally traversed the north end of the site had to be relocated. Again, complex multi-party negotiations had to be completed. The relocation of these power lines was completed in early, 2000.

Parking - Significant value engineering of the parking infrastructure had to be performed in order to reduce the average cost per parking space, a major hurdle for urban projects which must compete in a largely suburban environment in Maricopa County.

Lake and Utility Relocation Financing - Dating back to the original Rio Salado Financing Plan of April, 1995, we worked closely with the City toward obtaining mutually acceptable Lake Capital, Operation and Maintenance and Utility Relocation Agreements.

Building Code and Utility Maintenance Issues - BSBR and our development partners worked closely with City staff to find reasonable urban development solutions to many complex building code and utility maintenance constraints.

October 13, 1998 - February 4, 1999

Submitted an Amended Preliminary P.A.D. and Final P.A.D. for Phase One of the Hayden Ferry North project. The Final P.A.D. included a 164,000 sq. ft. (Hines) office building and a 265 room (Marriott/CSM Corporation) hotel. A modest amount of retail/restaurant (5,500 sq. ft.) was also included in the Final P.A.D. Both the Preliminary and Final P.A.D.'s received the required City Board and Commission approvals and we received final City Council approval on February 4, 1999.

6e

Honorable Mayor Neil Giuliano
The Tempe City Council &
Tempe Planning Commissioners
November 14, 2000
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June, 1999

BSBR received a preliminary letter of interest from SunCor in pursuing a venture relationship for the development of Hayden Ferry Lakeside. As a well respected and financially capable development company in Tempe and throughout the Southwest, SunCor, from the beginning seemed a "good fit" for the project, especially at a time when Hines was beginning to express doubt about moving forward on the office component of the project.

June, 1999 to the present

SunCor and Benton-Robb explored, commenced and completed a re-design of the project with the guideline of preserving existing entitlements, uses and building heights that had already received City approvals. The overall goal was to make the project more interesting and attractive to prospective tenants, residents and visitors. To accomplish this, SunCor and Benton-Robb assembled a talented team of design consultants including Cornoyer-Hedrick, the lead architects, along with Tyndall Associates and IDEA (David Brant) who were given the task of redesigning the pedestrian plazas.

March 16, 2000

The Tempe City Council approved a "subordinate" Development and Disposition Agreement which was subsequently executed between the City of Tempe and HFL. This new Development Agreement superceded the prior Master Development Agreement as to Hayden Ferry Lakeside and included a reference to a Conceptual Plan that is materially identical to the current Preliminary P.A.D. submittal. In connection with the execution of the new Development Agreement, SunCor and BSBR "closed" on their partnership and stand ready to proceed with the development of Hayden Ferry Lakeside.

June 13, 2000 – September 14, 2000

SunCor submitted the Amended Preliminary PAD for Hayden Ferry Lakeside and Final PAD for Hayden Ferry Lakeside Phase One which subsequently went through the normal Planning & Zoning public hearing and City Council public hearing process with approval for both. These were submitted for Recording and executed approximately November 1, 2000. Ground breaking for Phase One is expected to be early April.

[Attached to this letter is Exhibit "A" which provides a further narrative concerning site related specifics for Hayden Ferry Lakeside Phase II & III.]

6f

Honorable Mayor Neil Giuliano
The Tempe City Council &
Tempe Planning Commissioners
November 14, 2000
Page 6 of 6

NOV 14 2000

IN SUMMARY, this submittal is the result of over nine years of diligent effort on the part of many individuals from BSBR, the City and the community; an effort which has now been greatly enhanced by the involvement of SunCor as the lead development partner. The submittal of this Final P.A.D. for Phase Two & Three of the Project represents additional steps toward the further development of the Project.

On behalf of SunCor, Benton-Robb Development Associates, and Bay State Milling Company we look forward to working with the City Council, the Planning Commission, The Design Review Board, Rio Salado Commission, City staff and the community in the years ahead with the collective goal of making Hayden Ferry the jewel of the Tempe Rio Salado Project.

Sincerely,
HAYDEN FERRY LAKESIDE, LLC


By: M. Randall Levin, AIA

Enclosures

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III

FORMERLY HAYDEN FERRY (NORTH)
SEC. 15, T. 1N, R. 4E OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

CERTIFICATION:

I, THOMAS R. GETTING, HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF ARIZONA, THAT THE INFORMATION CONTAINED WITHIN THE PARCEL DESCRIPTION SUBMISSION IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

THOMAS R. GETTING
ARIZONA REGISTRATION NO. 27239

SPD-97.84

EXISTING USE PERMITS

1. PARKING BY DEMAND
2. ALLOW OUTSIDE DINING FOR RESTAURANTS

EXISTING VARIANCE
1. REDUCE REQUIRED FRONT YARD SETBACKS FROM 25'-0" TO 0'-0" IN THE AG ZONING DISTRICT

SPD-98.89

EXISTING VARIANCE

1. REDUCE THE REQUIRED NUMBER OF BICYCLE PARKING SPACES TO 25 IN AN ALSO COMBATING AREA FOR PHASE ONE ONLY
2. INCREASE THE SLOPE OF A RETENTION AREA FROM 1:4 TO 1:1
3. INCREASE THE ALLOWED HEIGHT FOR MECHANICAL PENTHOUSE ON THE OFFICE BUILDING FROM 12' TO 20'
4. INCREASE THE ALLOWED HEIGHT FOR MECHANICAL PENTHOUSE ON THE HOTEL FROM 12' TO 15'

SPD-2000.37

EXISTING VARIANCE

1. REDUCE REQUIRED BICYCLE PARKING FOR THE ENTIRE SITE BY 50%
2. WAIVE THE REQUIRED LANDSCAPE ISLANDS AT THE END OF PARKING ROWS FOR THE AT-GRADE STRUCTURED PARKING IN PHASE I

SPD-2000.40

EXISTING VARIANCE

1. INCREASE THE MAXIMUM ALLOWED HEIGHT FOR A PARAPET ON AN OFFICE BUILDING FROM 5'-0" TO 16'-0"
2. ALLOW THE USE OF EXTERIOR METAL WALLS AND COLUMNS FOR AN OFFICE BUILDING

NEW VARIANCE
1. REDUCE REQUIRED NUMBER OF BICYCLE PARKING SPACES TO 25 FOR PHASE II AND 25 SPACES FOR PHASE III



SUBMITTED BY:
HAYDEN FERRY LAKESIDE LLC
C/O SINCOR DEVELOPMENT CO.
1000 NORTH CENTRAL AVENUE
SUITE 1500
PHOENIX, ARIZONA 85012
M. RANDALL LEVIN, A.I.A., SR. PROJECT MANAGER
CORNOYER-HEIDRICK, INC.
2425 EAST CAMELBACK ROAD
SUITE 400
PHOENIX, ARIZONA 85016
OSCAR FERNANDEZ, A.I.A.

AGENT

PROJECT NAME:
HAYDEN FERRY LAKESIDE (RIO SALADO PROJECT)

CASE NUMBER:
R9700085

SITE ADDRESS:
24 EAST RIO SALADO PARKWAY
TEMPE, ARIZONA 85281



OWNERSHIP:

THIS IS TO CERTIFY THAT WE HAVE REVIEWED THIS PLAN AND HEREBY APPROVE THE DEVELOPMENT AS SHOWN

BY: HAYDEN FERRY LAKESIDE LLC

SUBSCRIBED AND SWORN BEFORE ME THIS _____ DAY OF _____, 2000.

BY: _____ NOTARY PUBLIC

BY: CITY OF TEMPE

SUBSCRIBED AND SWORN BEFORE ME THIS _____ DAY OF _____, 2000.

BY: _____ NOTARY PUBLIC

APPROVALS

APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPE ON THIS _____ DAY OF _____, 2000.

BY: MAYOR: _____ DATE: _____

ATTEST: CITY CLERK: _____ DATE: _____

BY: CITY ENGINEER: _____ DATE: _____

BY: DEVELOPMENT SERVICES: _____ DATE: _____

TEMPE
ARIZONA



SHEET
1 OF 3

SPD-2000.81

PARCEL DESCRIPTION:

Hayden Ferry Lakeside
Improved Phase II and III Parcel

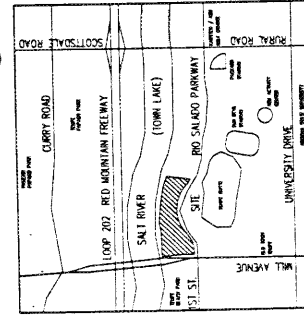
1. A parcel of land lying within Section 15, Township 1 North, Range 4 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the West quarter corner of said section 15; thence along the east-west mid-section line of said section, North 89°03'17" East, a distance of 1133.50 feet to the east right-of-way line of Mill Avenue as depicted on the plat of the same, recorded in Book 2 of Maps, Page 46, Maricopa County Records; thence along said right-of-way line, North 0°01'53" West, a distance of 224.31 feet, to the point of intersection of the line of said section 15 with the line of Section 16; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 224.31 feet; thence along said east right-of-way line, North 89°03'17" East, a distance of 41.63 feet; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 23.70 feet; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 310.93 feet; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 23.15 feet; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 303.04 feet, to the beginning of a non-tangent curve; thence along said curve, having a radius of 70.13 feet, concave easterly, whose radius bears South 89°03'17" East, through a control point, to the intersection of said curve with the north-south mid-section line of said section 15; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 23.70 feet; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 182.13 feet, to the point of intersection of the line of said section 15 with the line of Section 16; thence along the north-south mid-section line of said section 15, North 0°01'53" West, a distance of 18.11 feet, to the point of beginning.

Containing 32,219 acres, or 136,912 square feet of land, more or less.

Subject to existing rights-of-way and easements.

VICINITY MAP



7

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III

SEC. 15N, T4N, P4E OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA

MASIER SITE DATA

PARCEL	ACREAGE	NET
COMMERCIAL	12.95 ACRES	11.62 ACRES
RESIDENTIAL	5.78 ACRES	5.37 ACRES
TOTALS	18.73 ACRES	16.99 ACRES

EXISTING ZONING BY PARCEL

MG

PERCENTAGE OF LAND USE

USE	G.S.F.	%
MT HOTEL (265 RW)	220,000 G.S.F.	21.7%
TOTAL (HOTEL)	220,000 G.S.F.	18.6%
R1 OFFICE	188,000 G.S.F.	23.1%
R2 OFFICE	234,350 G.S.F.	1.7%
R3 OFFICE	18,000 G.S.F.	7.1%
TOTAL (OFFICE)	724,700 G.S.F.	1.9%
R1 RETAIL	19,500 G.S.F.	1.5%
R2 RETAIL	15,650 G.S.F.	1.3%
R3 RETAIL	15,650 G.S.F.	1.4%
TOTAL (RETAIL)	65,800 G.S.F.	6.5%
TOTAL AREA A	1,010,500 G.S.F.	100%
C1 - C4 RESIDENTIAL - 308 UNITS		
TOTAL	618,700 G.S.F.	100%
SITE TOTAL	1,629,200 G.S.F.	

PERCENTAGE OF LOT COVERAGE

NET LOT AREA	BUILDING FOOTPRINT S.F.	LOT COVERAGE
COMMERCIAL	137,860 S.F.	27.20%
RESIDENTIAL	95,412 S.F.	40.78%
TOTAL	233,072 S.F.	31.48% AVERAGE

TABLEDATION OF PROPOSED DENSITY

(RESIDENTIAL SITE ONLY)

308 RESIDENTIAL UNITS / 5.37 GROSS ACREAGE = 72.25 UNITS PER ACRE

PARKING CALCULATIONS

	C.O.T. RATIO	NUMBER REQUIRED	PROPOSED
HOTEL	(1/UNIT)	265	265
OFFICE	(1/250 S.F.)	2,809	2,754
RETAIL	(1/250 S.F.)	263	250
TOTAL		3,427	3,769
RESIDENTIAL			
2 BDRM. - (2/UNIT)	(5/UNIT)	776	776
308 UNITS		776	194
TOTAL		776	194
SITE TOTAL		4,203	4,045

AS PER TEMPE STANDARD SHARED PARKING MODEL PARKING REQUIRED IS AS FOLLOWS:

2984 CARS

776 CARS

TOTAL: 3,760 CARS

GRADING AND DRAINAGE STUDY

ALL SITE GRADING AND DRAINAGE WILL CONFORM TO THE REQUIREMENTS AND CONCEPTUAL DESIGN DOCUMENT PREPARED BY AND ASSOCIATES, INC. ON OCTOBER 20, 1997.

ALL BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC EXTINGUISHING SYSTEM PER CITY OF TEMPE U.B.C.

LANDSCAPING

REQUIRED:	111,071 S.F. = 15% SITE AREA
PROVIDED:	130,478 S.F. = 17.6% SITE AREA

SECTIONAL

15-N

ZONING EXISTING-PROPOSED

PROPOSED BUILDING WILL BE EQUIPPED WITH AN AUTOMATIC EXTINGUISHING SYSTEM PER CITY OF TEMPE AMENDMENTS TO THE U.B.C.

PROPOSED USE

R1, R2, R3 = OFFICE/RETAIL
R1, R2 = RETAIL/OFFICE
P1 = GARAGE

BUILDING HEIGHTS

BLDG. #	# OF FLRS.	HEIGHT A.L.F.	HEIGHT FROM DATUM J1.1.2
1 (H)	12	145'	145.8
2 (H)	8	97'	139.8
3 (H)	8	97'	98.8
4 (H)	12	194'	195.8
5 (H)	10	166'	167.8

* = TOP OF GARAGE ELEVATOR SHAFT

RESIDENTIAL

C1	C2	C3	C4
5	12	12	6
66'	144'	144'	82'
67.8	145.8	145.8	83.8

PHASE II & III SITE DATA

PARCEL	ACREAGE	NET
COMMERCIAL	3.58 ACRES	3.21 ACRES
EXISTING ZONING BY PARCEL		MG
PERCENTAGE OF LAND USE		G.S.F.
USE		
R2 OFFICE	284,350 G.S.F.	28.1%
R3 OFFICE	234,350 G.S.F.	23.1%
R2 OFFICE	18,000 G.S.F.	1.7%
TOTAL (OFFICE)	536,700 G.S.F.	71.7%
R2 RETAIL	15,650 G.S.F.	1.5%
R3 RETAIL	15,650 G.S.F.	1.5%
R2 RETAIL	15,000 G.S.F.	1.4%
TOTAL (RETAIL)	46,300 G.S.F.	6.5%
TOTAL AREA	583,000 G.S.F.	100%

PERCENTAGE OF LOT COVERAGE

NET LOT AREA	BUILDING FOOTPRINT S.F.	LOT COVERAGE
COMMERCIAL	74,160 S.F.	5.1%

PARKING CALCULATIONS

	C.O.T. RATIO	NUMBER REQUIRED	PROPOSED
OFFICE	(1/250 S.F.)	2,147	2,039
RETAIL	(1/250 S.F.)	185	15
TOTAL		2,332	2,215

LANDSCAPING

REQUIRED:	20,987 S.F. = 15% SITE AREA
PROVIDED:	24,654 S.F. = 17.6% SITE AREA

SECTIONAL

15-N

ZONING EXISTING-PROPOSED

PROPOSED BUILDING WILL BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM PER CITY OF TEMPE AMENDMENTS TO THE U.B.C.

PROPOSED USE

R1, R2, R3 = OFFICE/RETAIL
R1, R2 = RETAIL/OFFICE
P1 = GARAGE

BUILDING HEIGHTS

BLDG. #	# OF FLRS.	HEIGHT A.L.F.	HEIGHT FROM DATUM J1.1.2
2 (H)	8	138'	139.8
3 (H)	8	97'	98.8
4 (H)	12	194'	195.8
5 (H)	10	166'	167.8

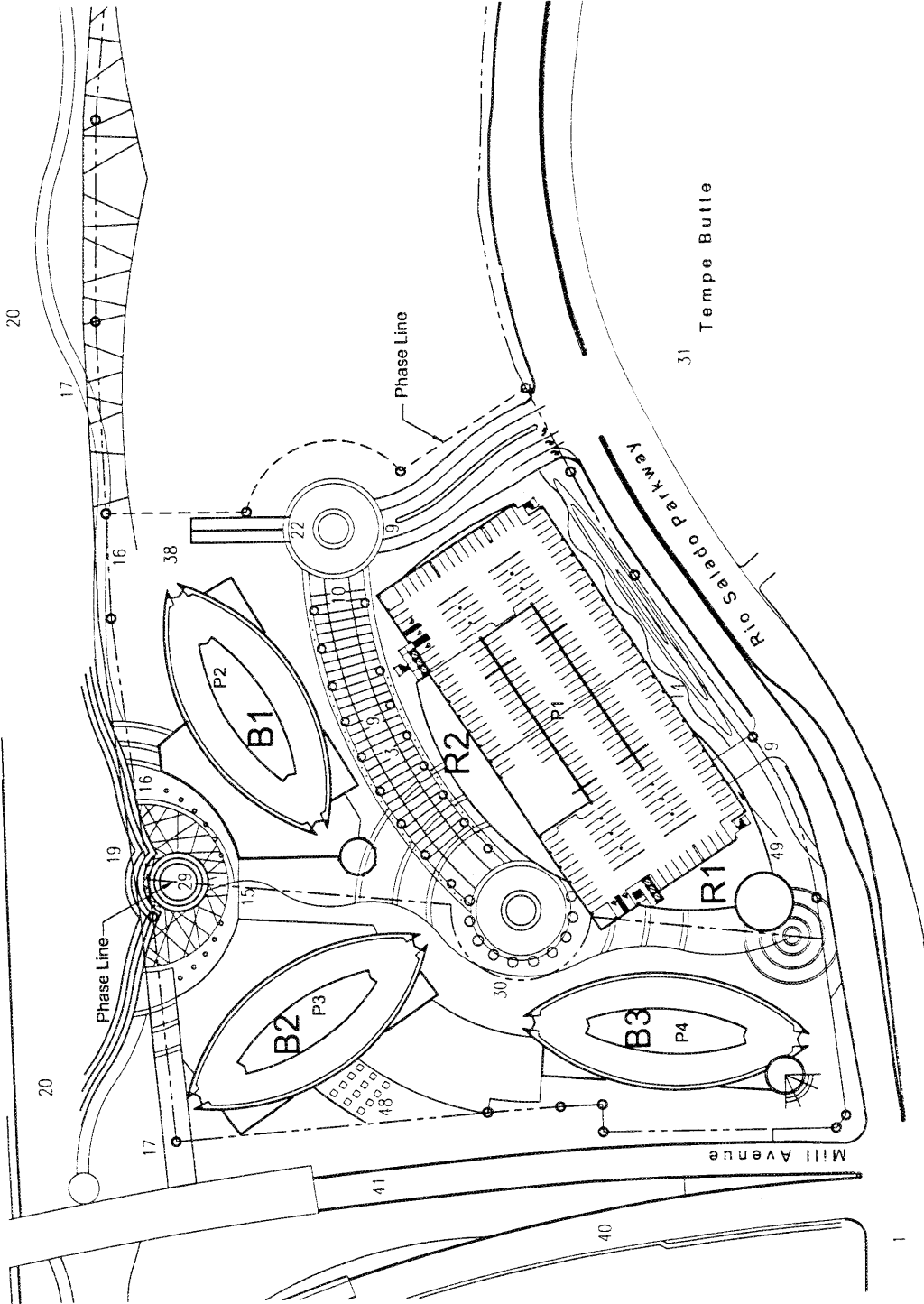
* = TOP OF GARAGE ELEVATOR SHAFT

TYPE OF CONSTRUCTION PER UNIFORM BUILDING CODE TABLE 6A:



SPD-2000-81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III



GENERAL NOTES

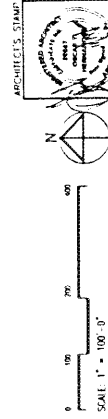
ALL REFERENCES TO EASEMENTS AND DIMENSIONS ARE NOT SHOWN AS THEY WILL BE SHOWN ON THE RECORD OF THE AREA.

KEY NOTES

1. CONSULT INTERSECTION (DATE: POINT AT 111.7)
2. VISITOR PARKING
3. FIRE LANE
4. FLOOD CONTROL
5. FLOOD CONTROL ACCESS
6. MASS TRANSIT ALIGNMENT - FINAL CONFIGURATION YET TO BE DETERMINED
7. RESTAURANT/RESTAURANT OUTDOOR DINING
8. LANDSCAPED BENCH
9. PARKING LOT/STREET PARKING
10. OFFICE BUILDING TO MATCH EXISTING FACILITIES PER CITY STANDARDS
11. PARKING DECK BELOW
12. PARKING DECK BELOW
13. PARKING DECK BELOW
14. ENTRY INTO HAYDEN FERRY SOUTH
15. SITE LANDSCAPING
16. EXISTING BRIDGE
17. NORTHWARD BRIDGE
18. NEW BRIDGE
19. REFER TO SHEET 19 FOR TROUGH & BRIDGE

PHASING LEGEND:

PHASE I = B1, P2, & 3 LEVELS OF P1
 PHASE II = B2, P3, R2 & 4 LEVELS OF P1
 PHASE III = B3, P4, R1 & 3 LEVELS OF P1



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
 HAYDEN FERRY LAKESIDE LLC
 C/O SUNCOR DEVELOPMENT CO.

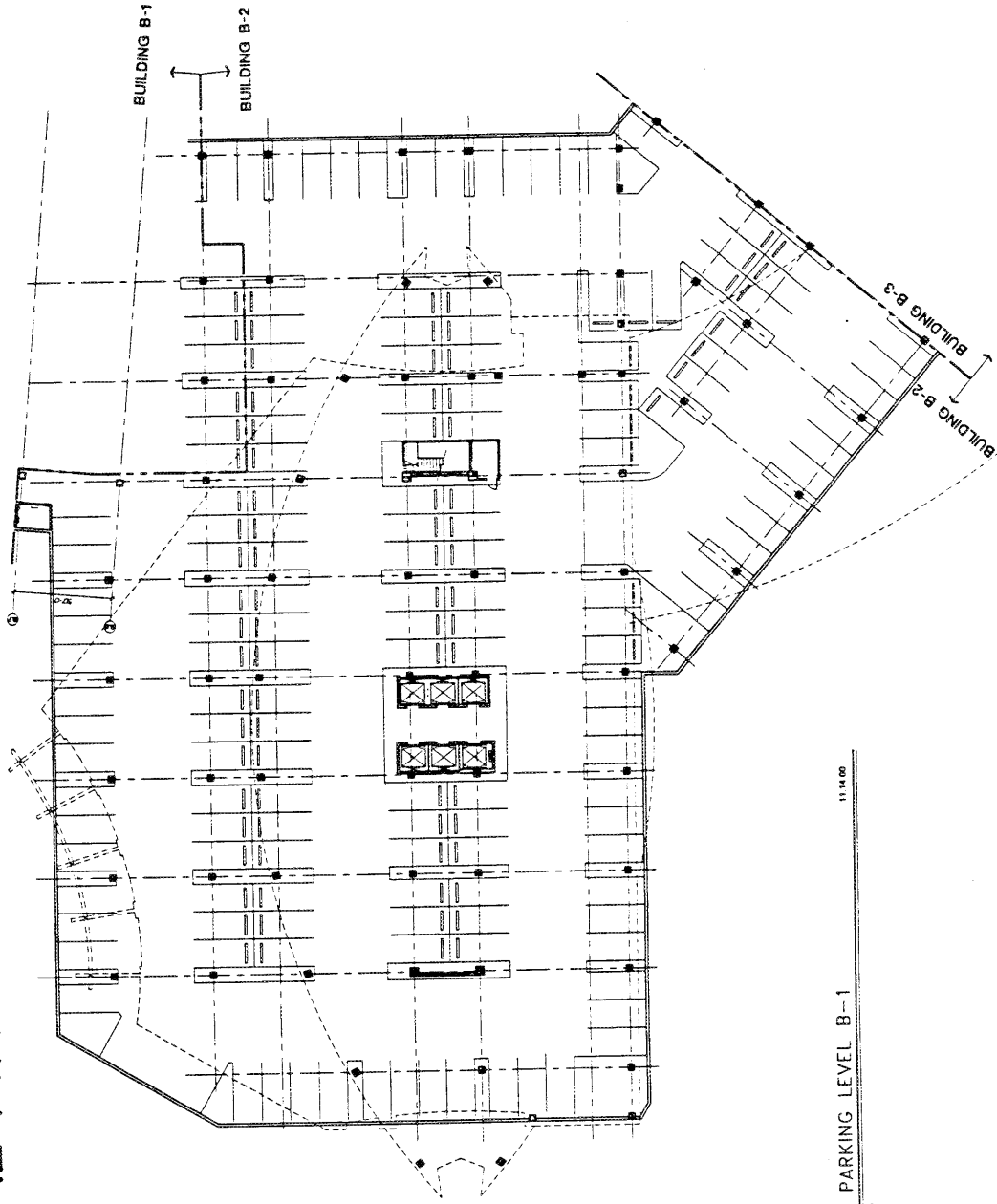


ConquestHabitat CH

3 OF 3

SPD-2000.91

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



BUILDING B2 PARKING LEVEL B-1

SCALE: 1/16" = 1'-0"

11.14.00

ARCHITECT'S SEAL



H A Y D E N F E R R Y L A K E S I D E



TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

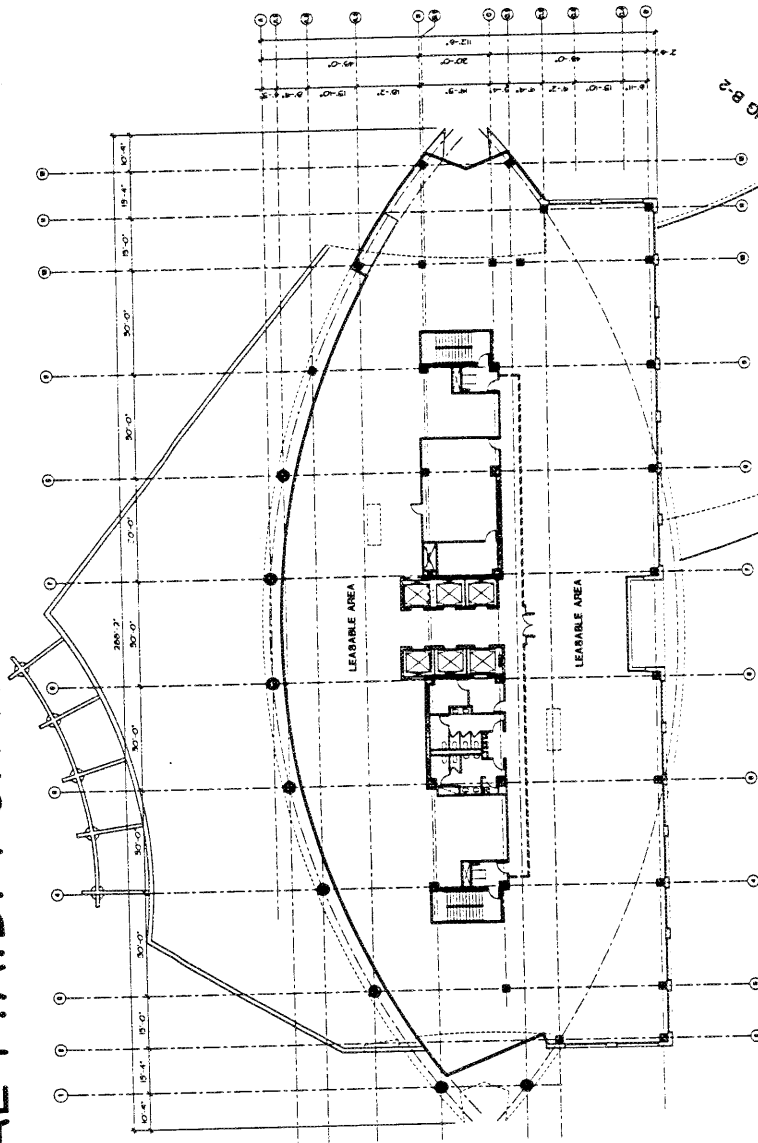
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SPD-2000.81

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FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



BUILDING B2 SECOND FLOOR

SCALE: 1/16" = 1'-0"

11.14.00



H A Y D E N F E R R Y L A K E S I D E



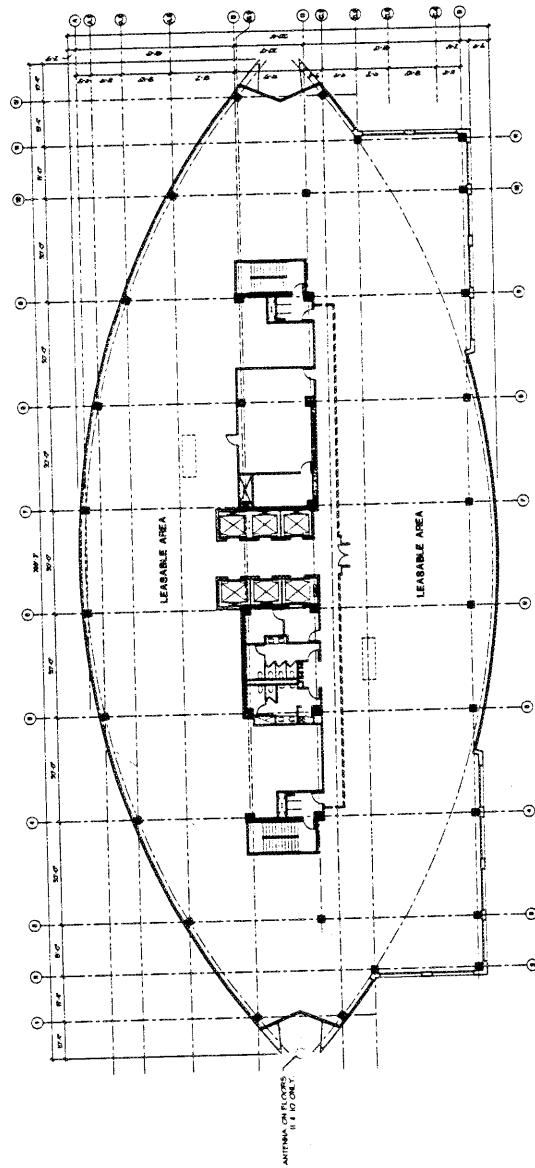
TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

CORNOR-
HEDRICK

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SPD-2000-81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



BUILDING B2 3rd-11th FLOORS

SCALE: 1/16" = 1'-0"

11.14.00

ARCHITECT'S STAMP



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

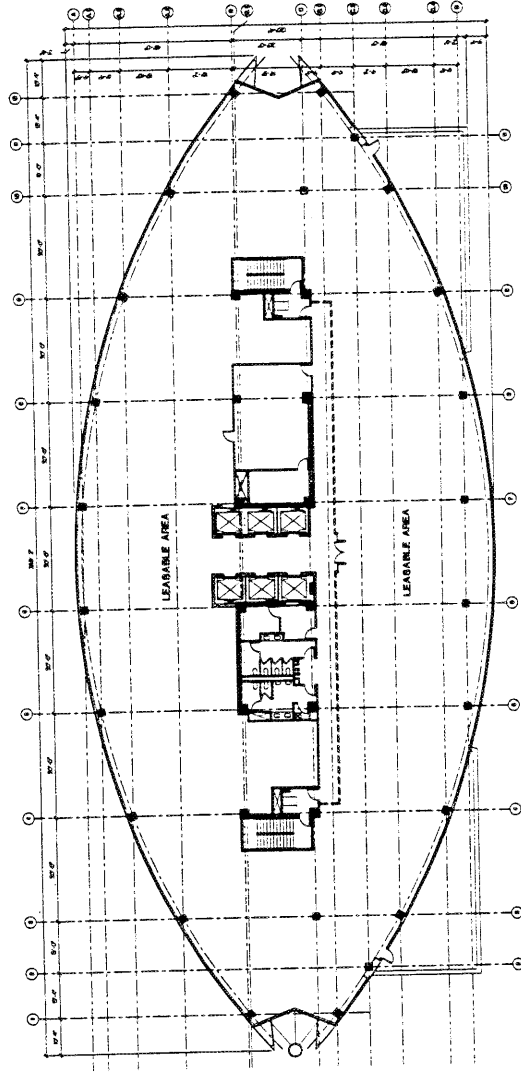
CORNOYER-
HEDRICK

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SPD-2000-81

JUN 14 2000

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



BUILDING B2 12th FLOOR

SCALE: 1/16" = 1'-0"

11.14.00

ARCHITECT'S SEAL



H A Y D E N F E R R Y L A K E S I D E

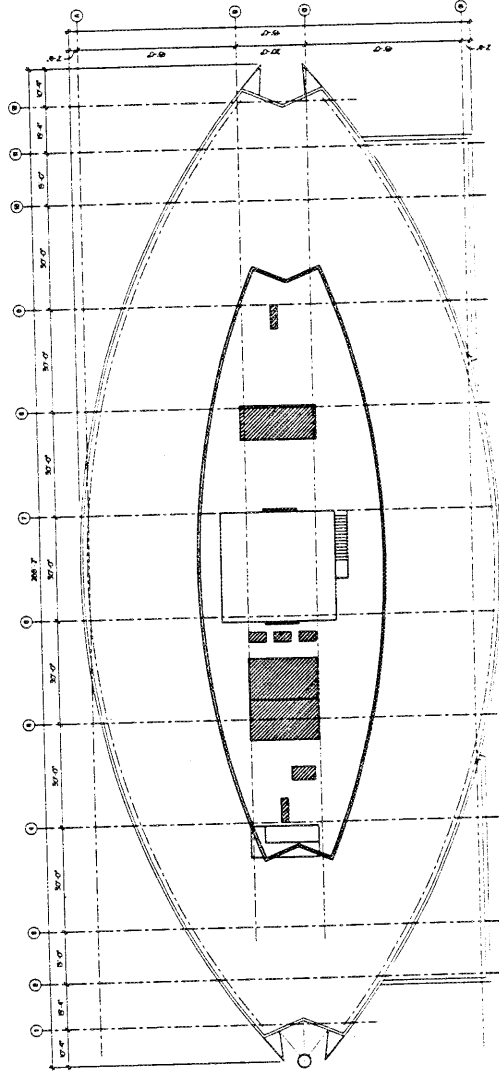
TEMPE ARIZONA
HAYDEN FERRY LAKESIDE, LLC.
C/O SUNCOR DEVELOPMENT CO.

CORNOYER-
HEDRICK

9

NOV 14 2000 SPD-2000.81

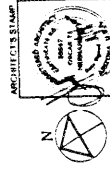
FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



BUILDING B2 ROOF PLAN

SCALE: 1/16" = 1'-0"

114'-0"



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

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SPD-2000.81

NOV 14 2000

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TEMPE
ARIZONA

CORNOYER-
HEDRICK

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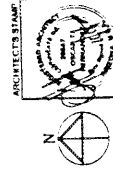
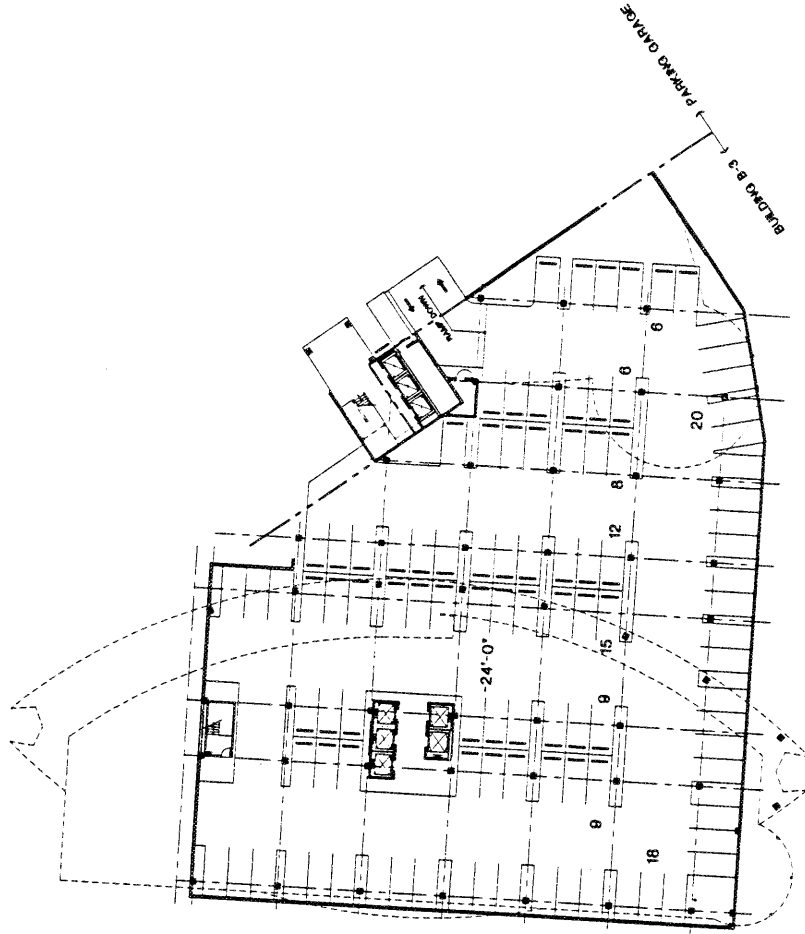
SCALE: 1/8" = 1'-0"

SCALE 1/16" = 1'-0"

12

11

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



BUILDING B3 LEVEL B-2
SCALE: 1/16" = 1'-0"

H A Y D E N F E R R Y L A K E S I D E

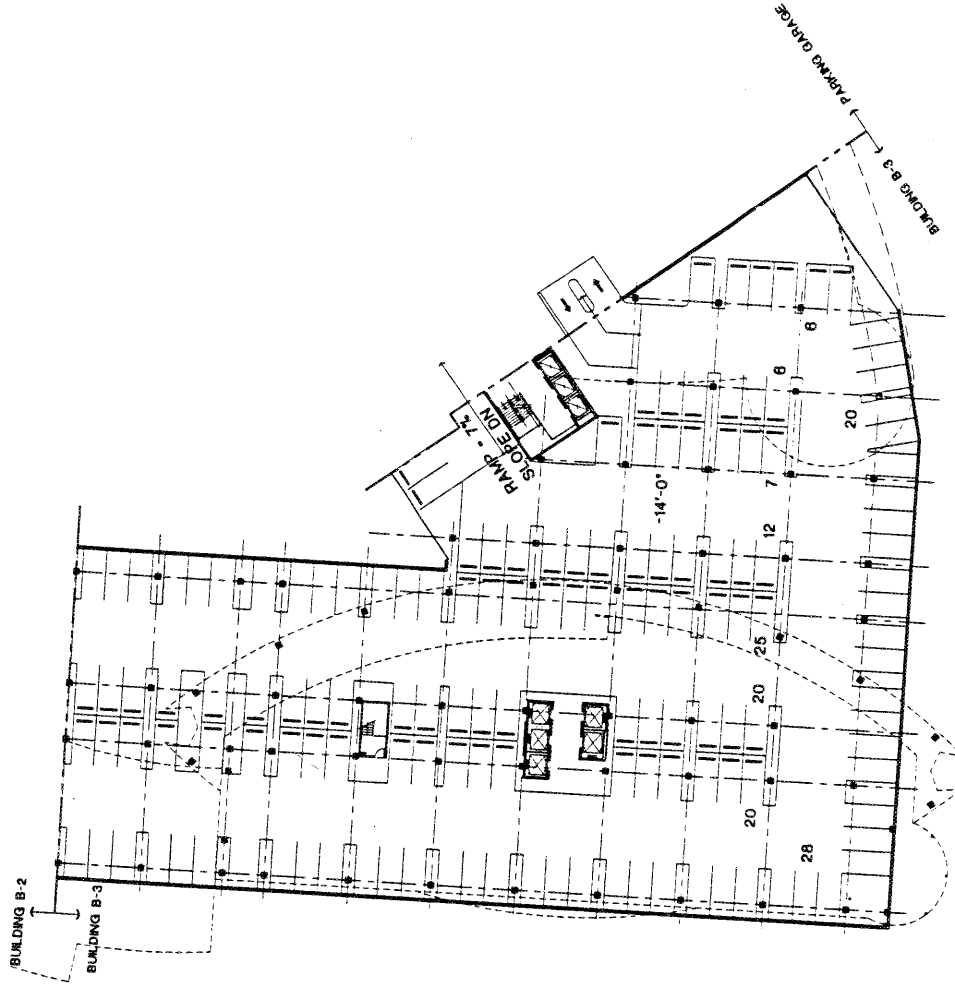
TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

CORNOYER-
HEDRICK

14

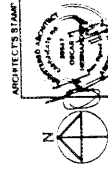
SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



BUILDING B3 LEVEL B-1
SCALE: 1/16" = 1'-0"

111400



H A Y D E N F E R R Y L A K E S I D E



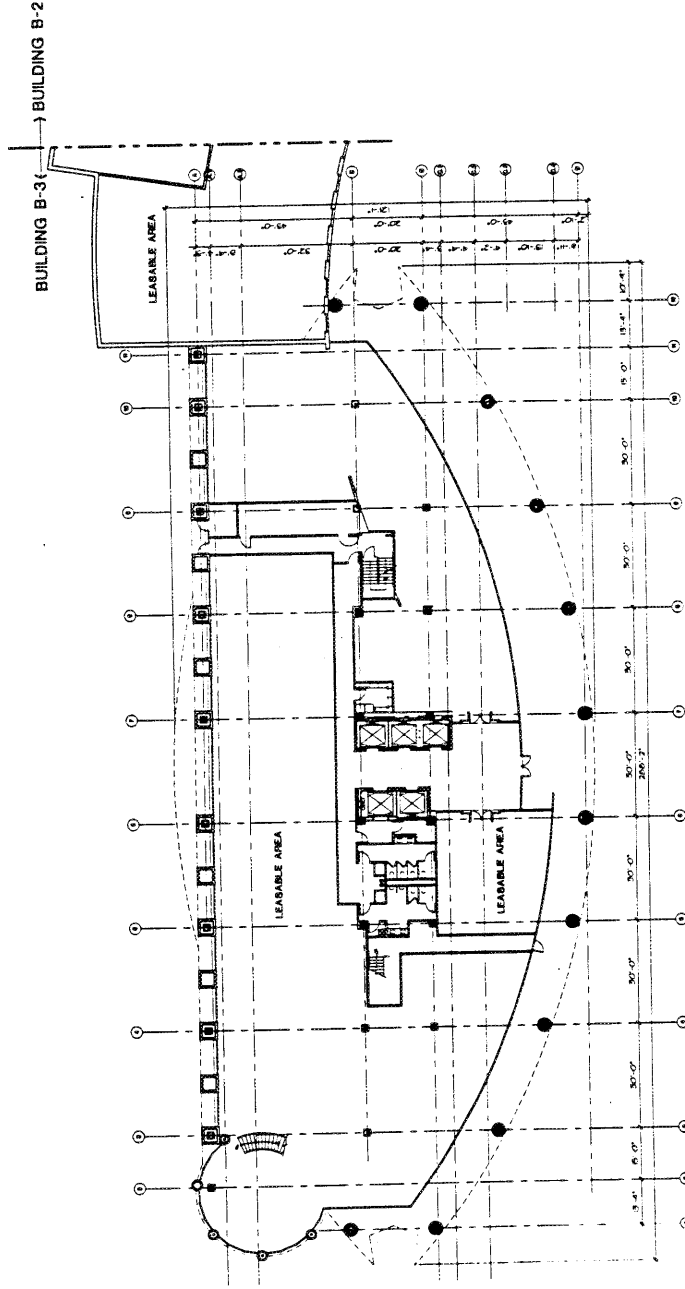
TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC
C/O SUNCOR DEVELOPMENT CO.

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HEDRICK

15

JUL 14 2000 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III

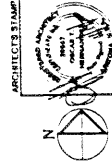


BUILDING B3 FIRST FLOOR

SCALE: 1/16" = 1'-0"

11.14.00

NORTH



H A Y D E N F E R R Y L A K E S I D E

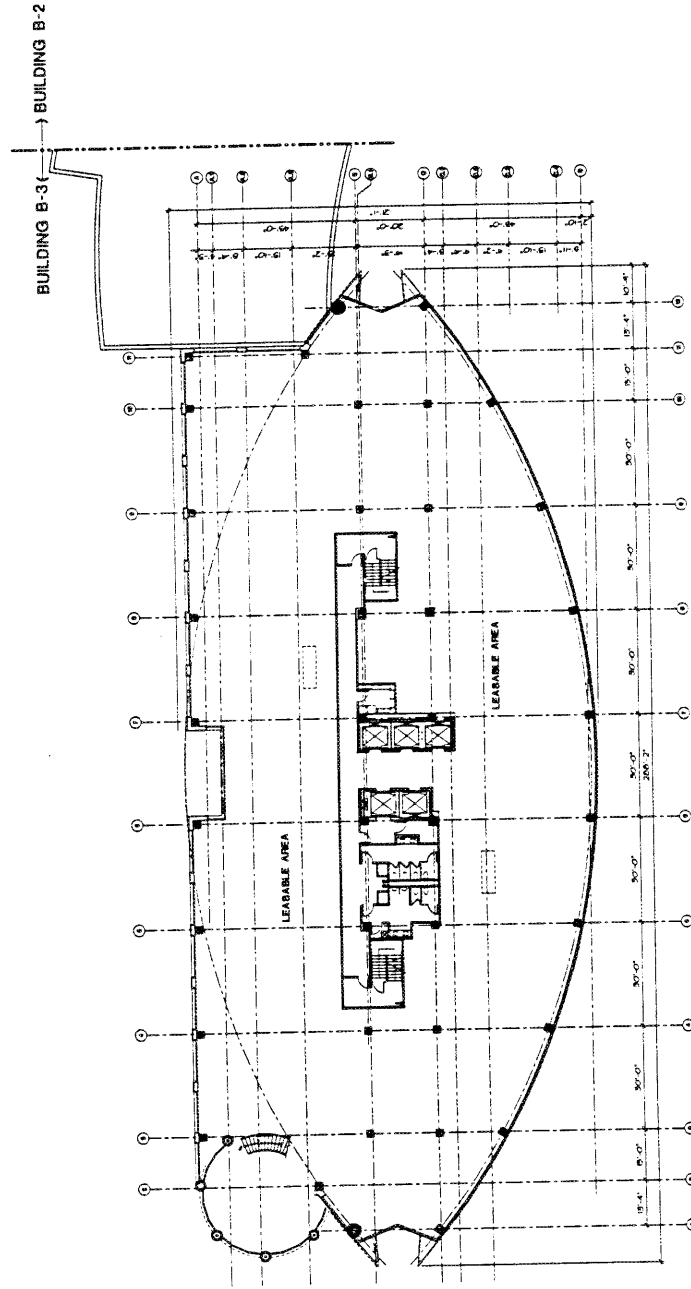
TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

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HEDRICK

16

NOV 14 2000 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



BUILDING B-3(---) BUILDING B-2

LEARNER AREA

LEASABLE AREA

BUILDING B3 SECOND FLOOR

SCALE: 1/16" = 1'-0"



191400



H A Y D E N F E R R Y L A K E S I D E

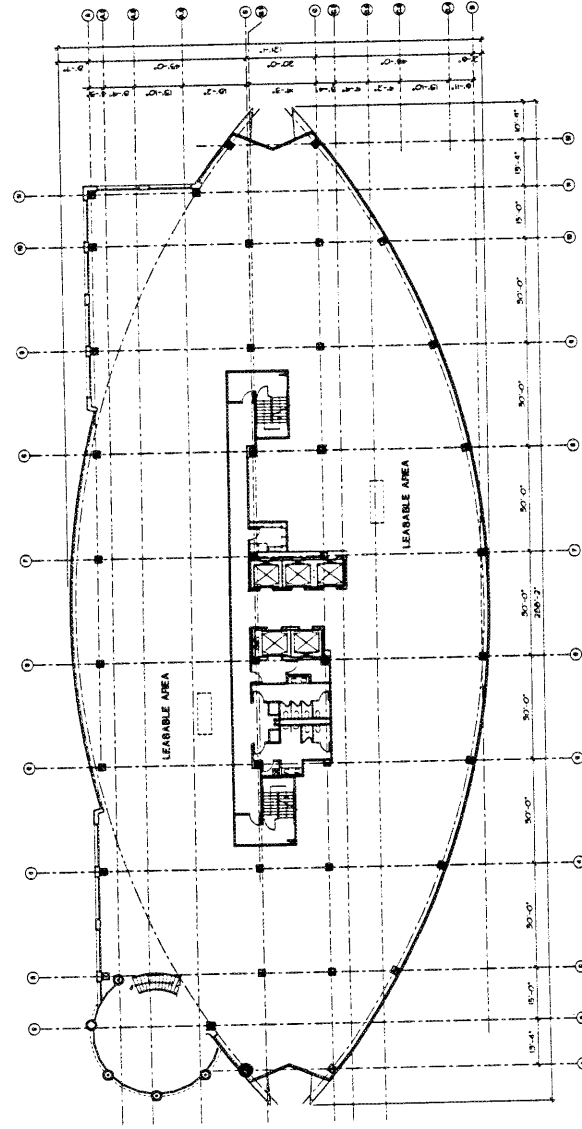
TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
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17

SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



BUILDING B3 3rd--9th FLOORS

SCALE: 1/18" = 1'-0"



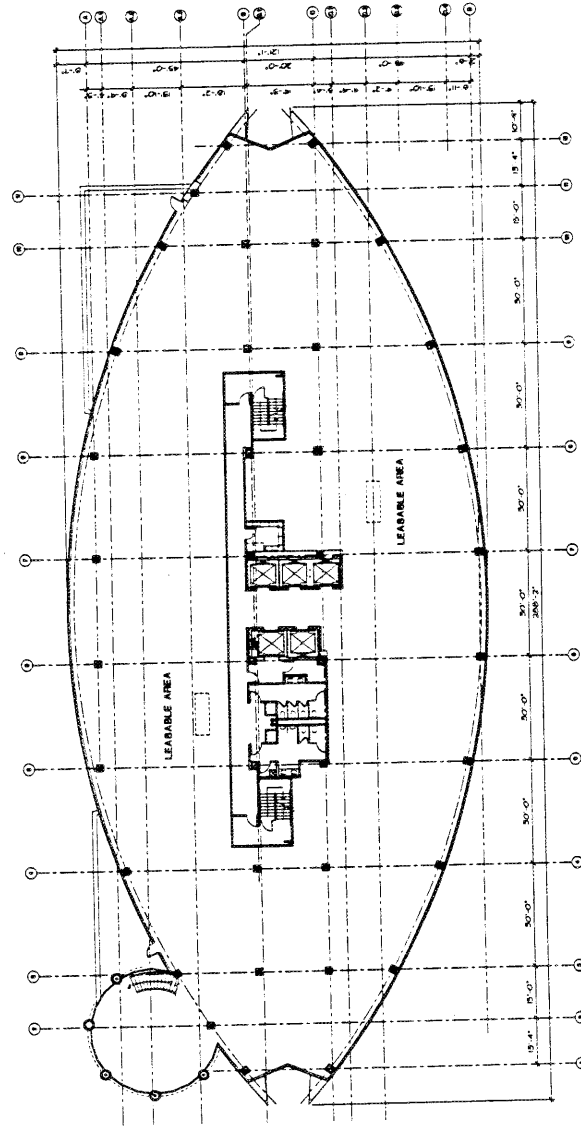
H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

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HEDRICK

SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



BUILDING B3 10th FLOOR

SCALE: 1/16" = 1'-0"

11/1/00

NORTH



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA

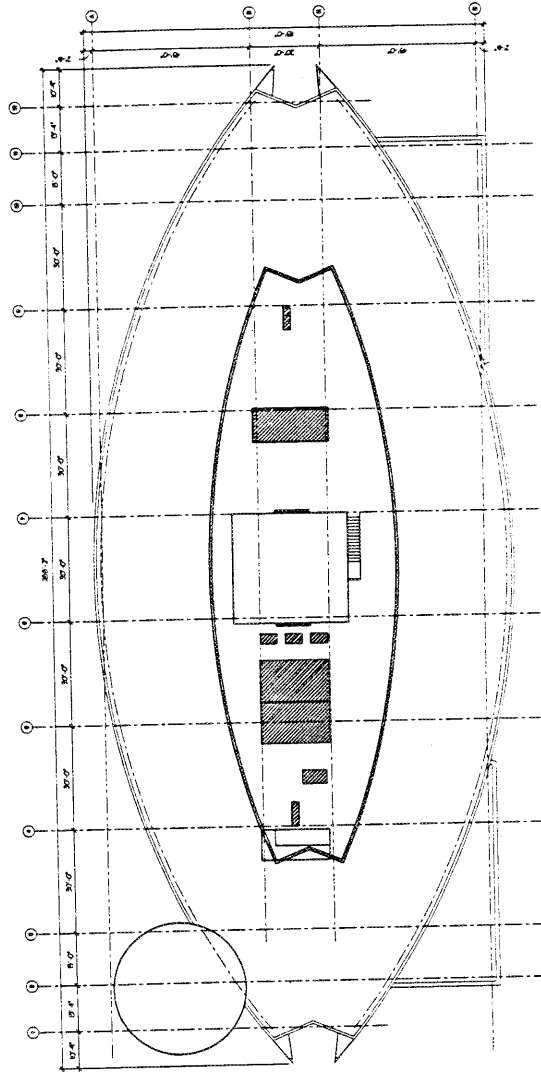
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

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JULY 14 2000 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



BUILDING B3 ROOF PLAN

SCALE: 1/16" = 1'-0"



91 14 00



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

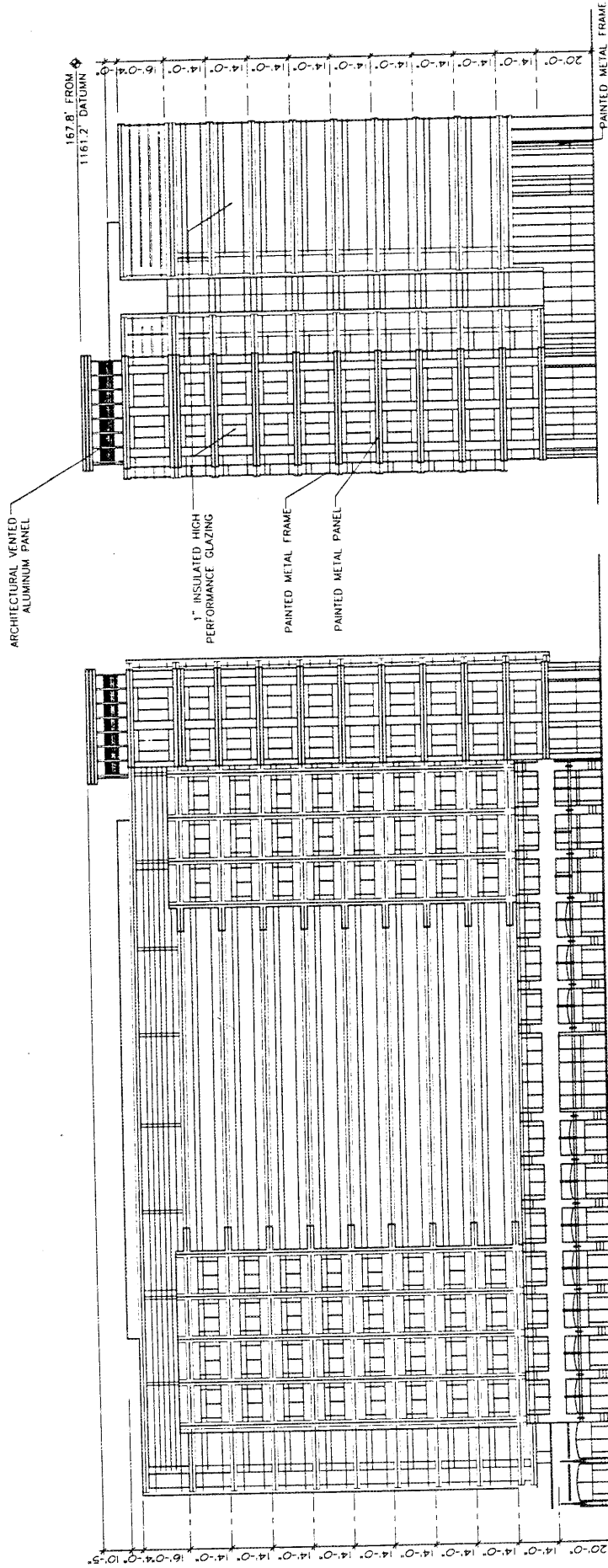
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HEDRICK

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SPD-2000.81

1. The first part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The second part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The third part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The fourth part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The fifth part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The sixth part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The seventh part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The eighth part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The ninth part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries. The tenth part of the paper is a review of the literature on the effects of the 1997 Asian financial crisis on the economies of the Asian countries.

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



B3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

B3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



H A Y D E N F E R R Y L A K E S I D E

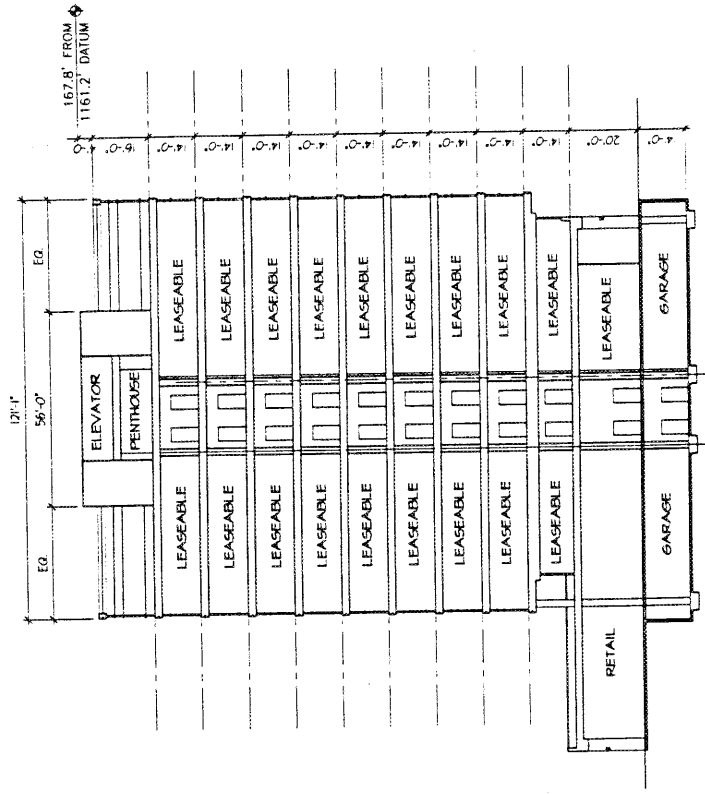
TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.



CORNOYER-
HEDRICK

SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



BUILDING B3 SECTION

SCALE: 1/8" = 1'-0"

11/14/00



H A Y D E N F E R R Y L A K E S I D E

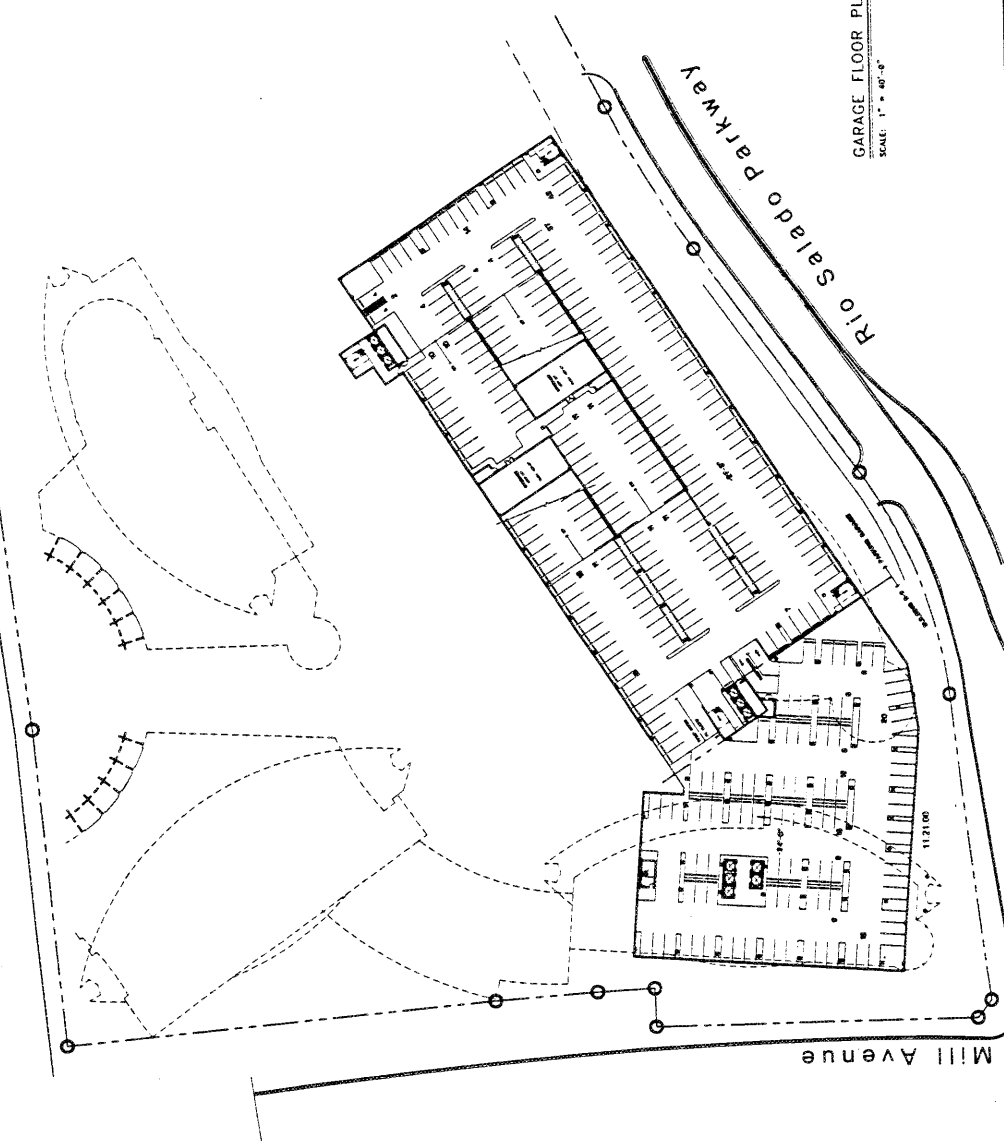
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HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

CORNOYER-
HEDRICK

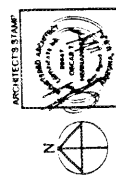
REV 14 2000 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III

FOR REFERENCE ONLY



GARAGE FLOOR PLAN: LEVEL B-2
SCALE: 1" = 40'-0"



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

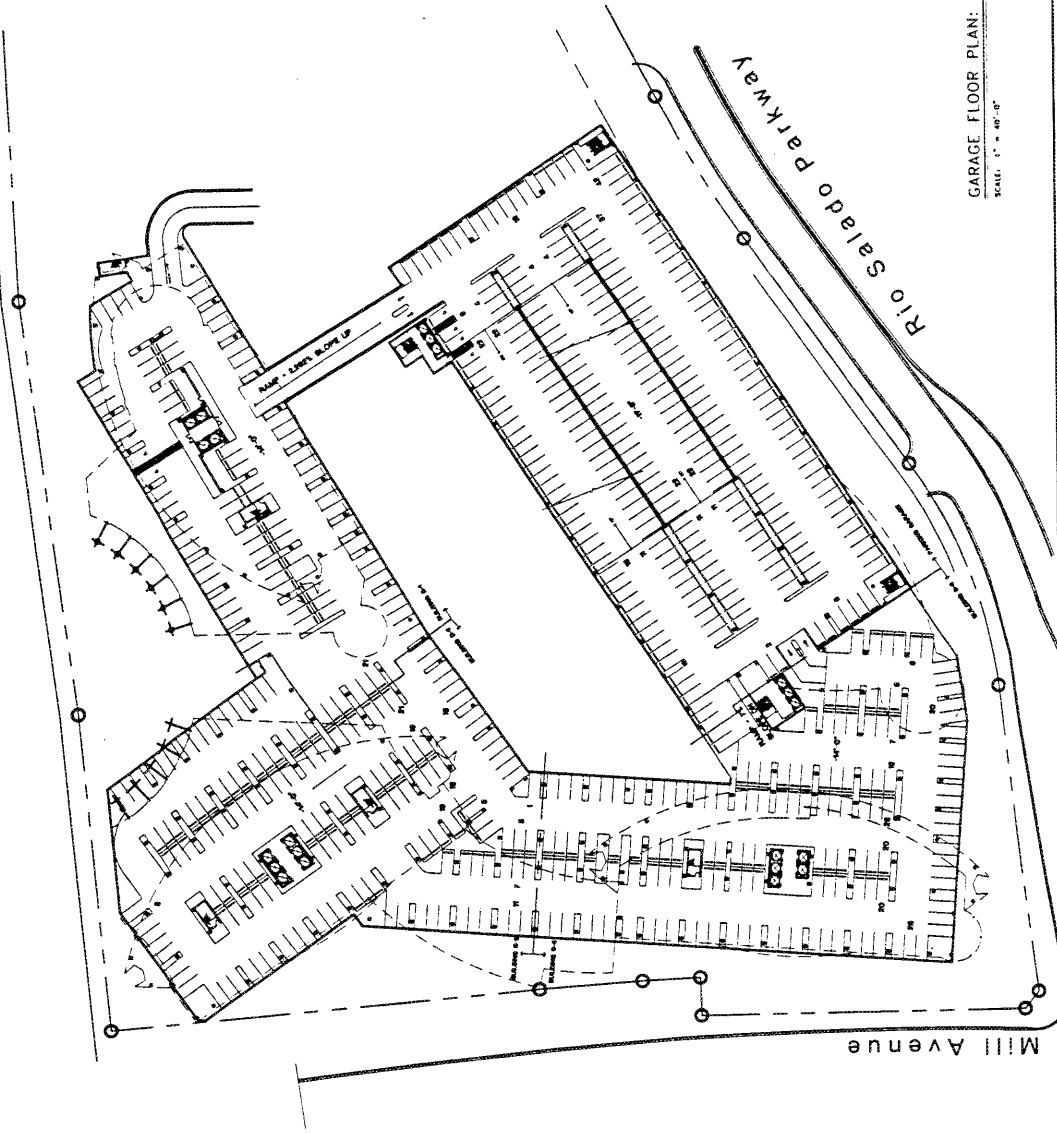
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NOV 14 2000 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III

FOR REFERENCE ONLY



GARAGE FLOOR PLAN: LEVEL B-1
SCALE: 1" = 40'-0"

H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA

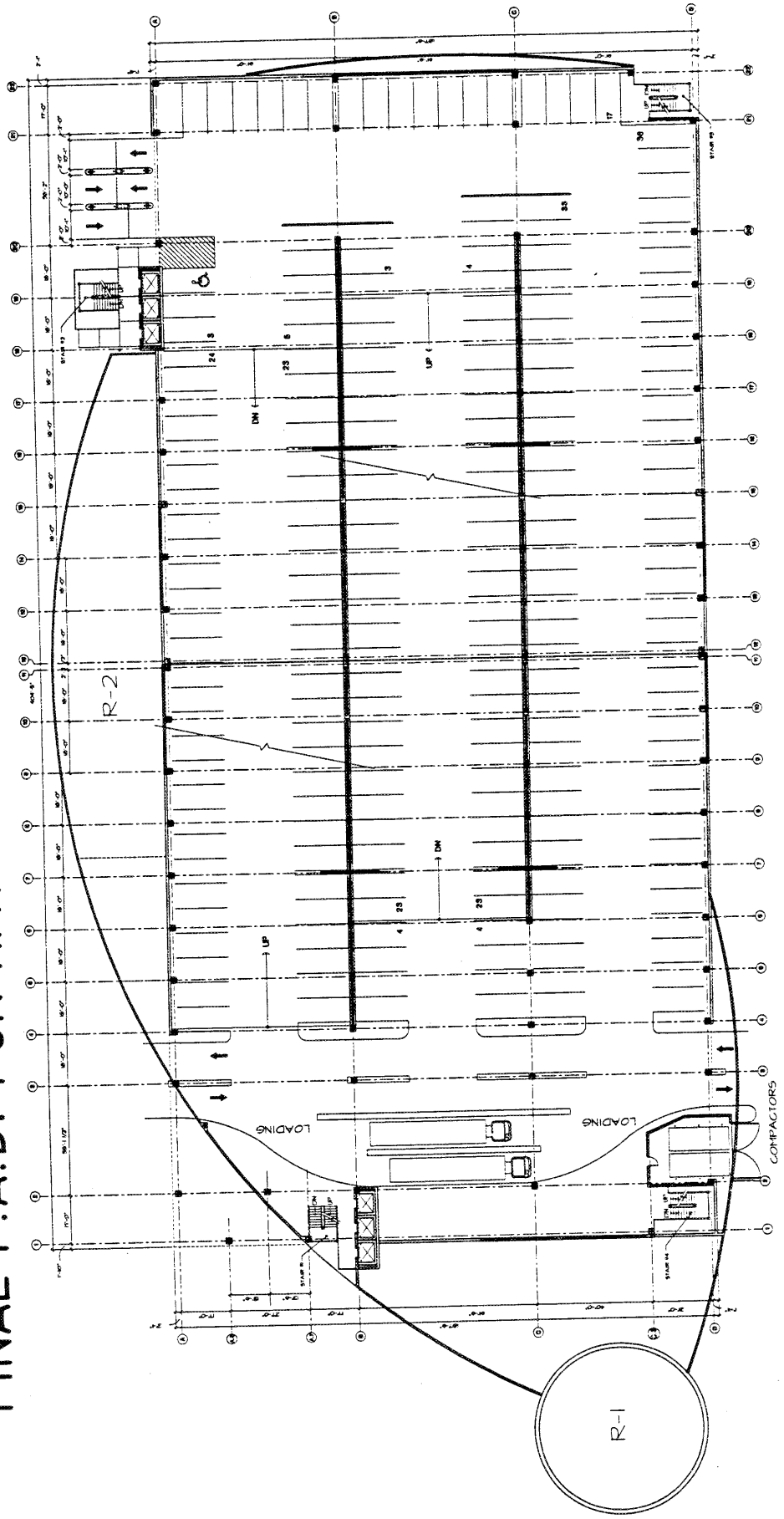
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C/O SUNCOR DEVELOPMENT CO.

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HEDRICK

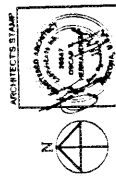
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JUNE 14 2000 SPD-2000-81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III



FOR REFERENCE ONLY FROM PHASE I
 SCALE: 1/16" = 1'-0"
 1514.00



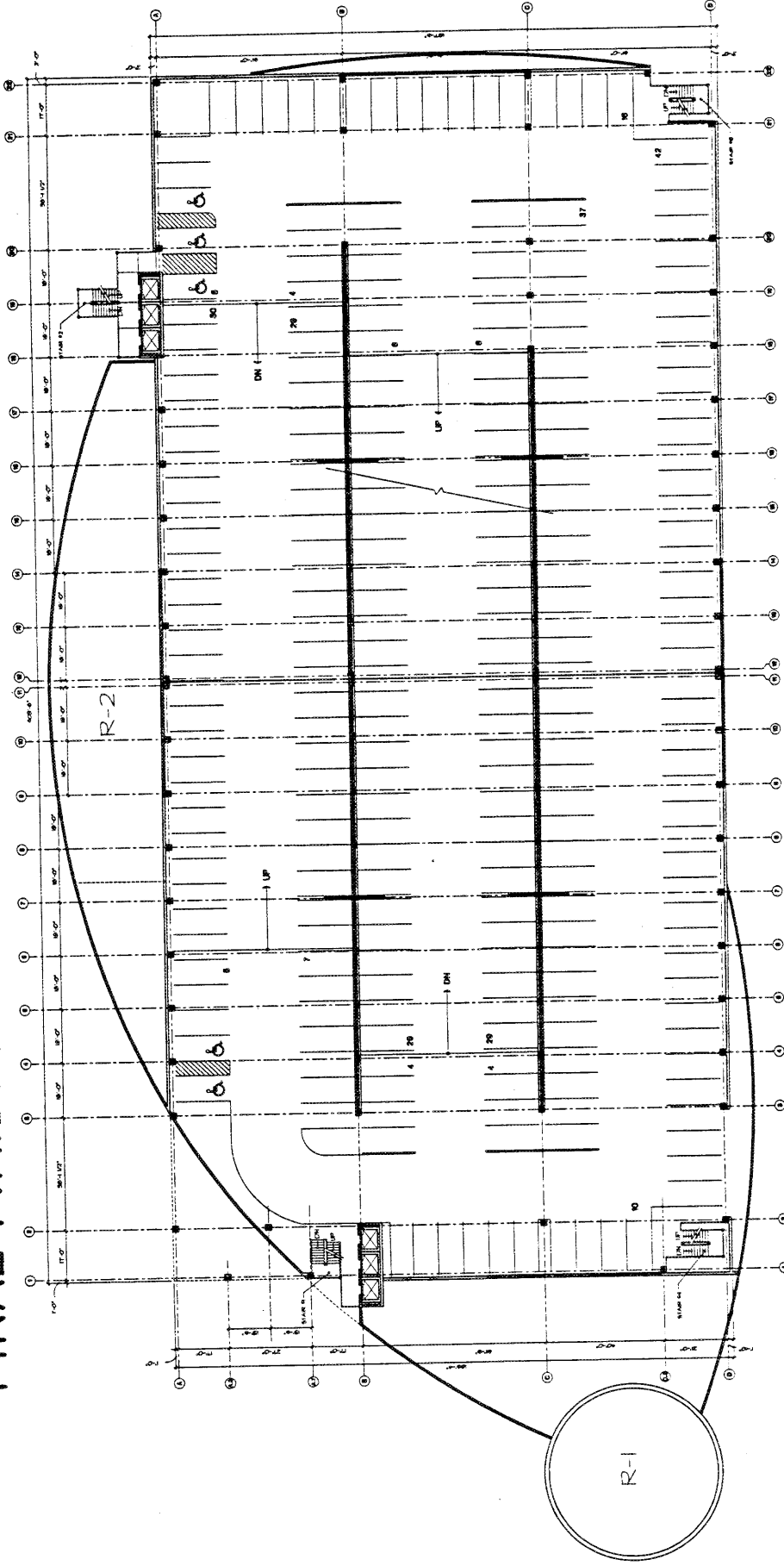
H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
 HAYDEN FERRY LAKESIDE LLC.
 C/O SUNCOR DEVELOPMENT CO.

CORNOYER-
 HEDRICK

DATE: 11-14-2000 SPD-2000-81

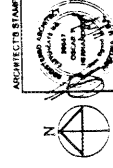
FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



GARAGE P1 FLOOR PLAN: LEVEL 2

SCALE: 1/16" = 1'-0"

11.14.00



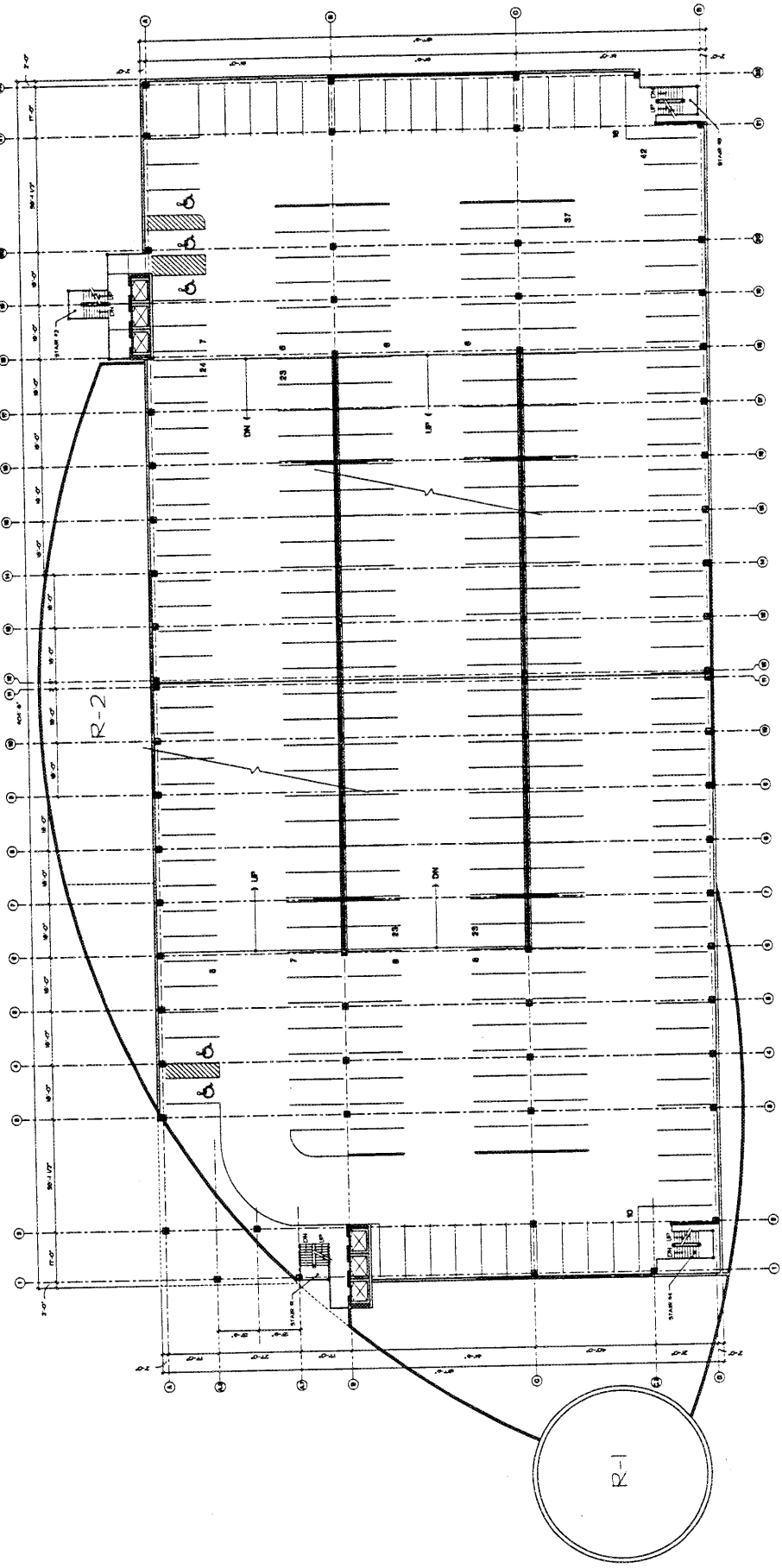
H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

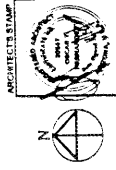
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NOV 14 2000 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



GARAGE P1 FLOOR PLAN: LEVEL 3
SCALE: 1/16" = 1'-0"



H A Y D E N F E R R Y L A K E S I D E

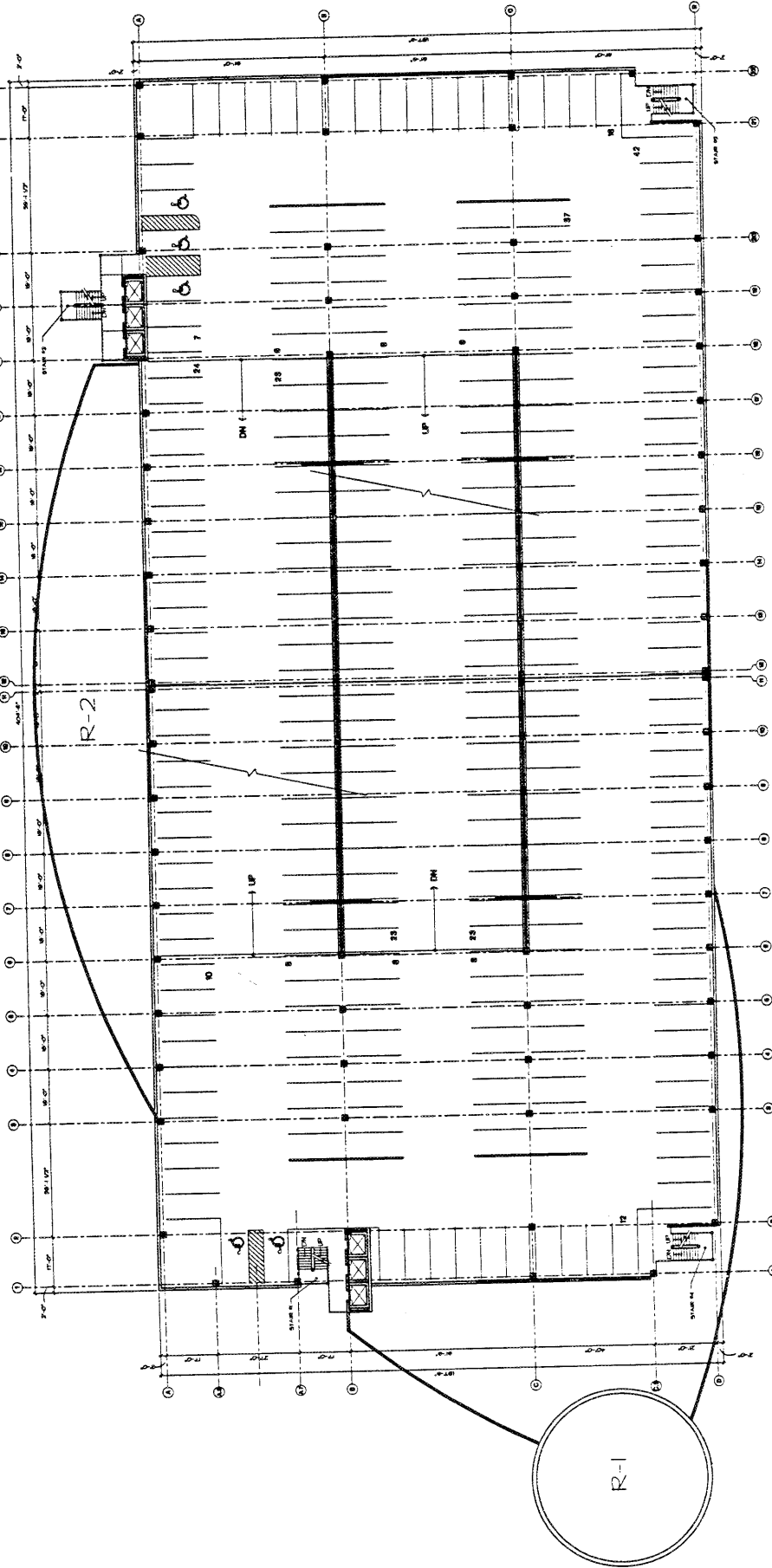
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HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

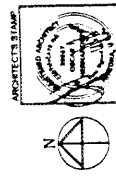
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HEDRICK

NOV 14 2008 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II



GARAGE P1 FLOOR PLAN: LEVELS 4 & 5 PHASE II 11.14.00
SCALE: 1/16" = 1'-0"



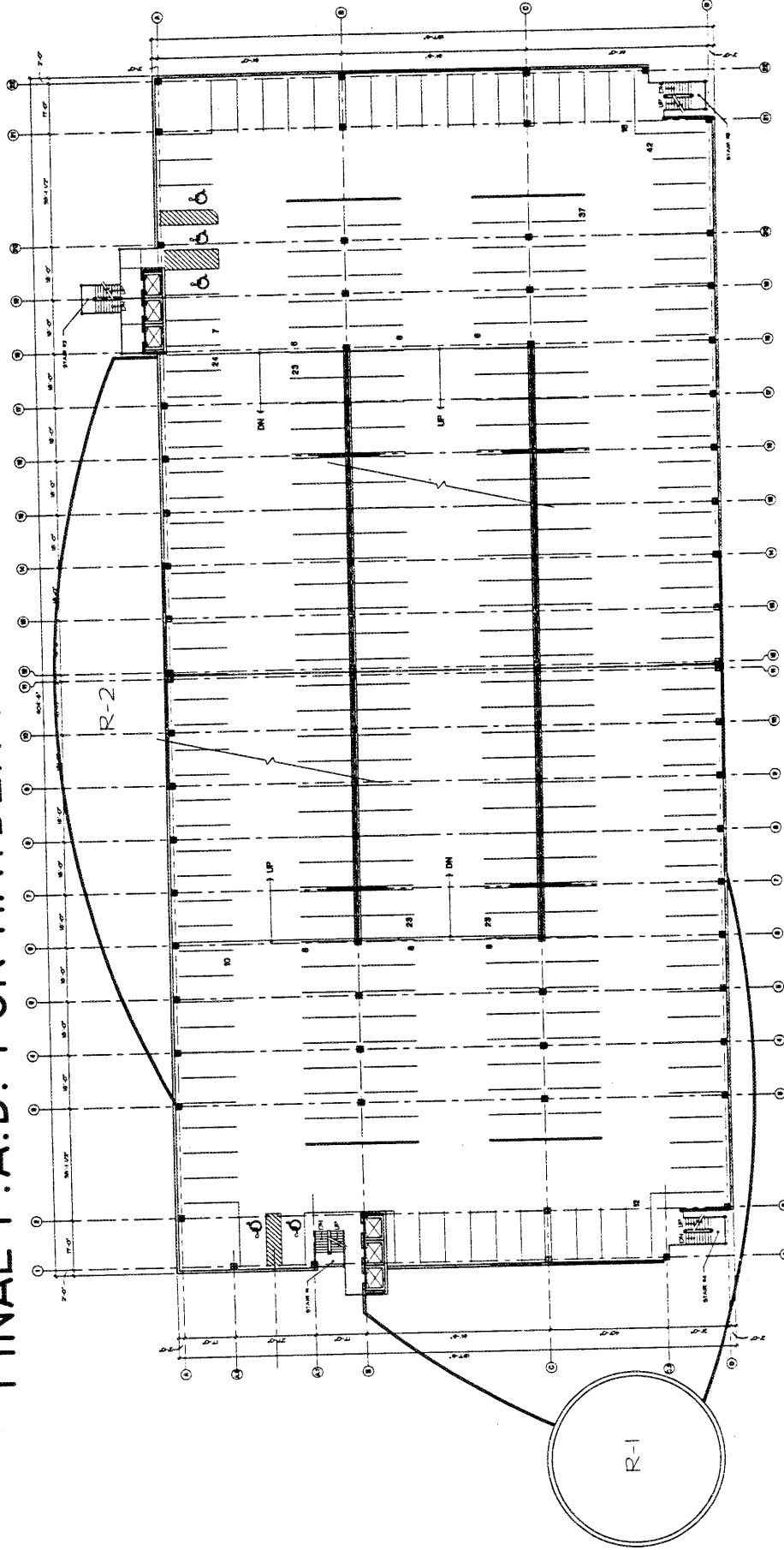
H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

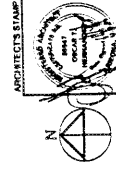
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NOV 14 2000 SPD-2000-81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE III



GARAGE P1 FLOOR PLAN: LEVELS 6 & 7 PHASE III
SCALE: 1/16" = 1'-0" 11.14.00



H A Y D E N F E R R Y L A K E S I D E

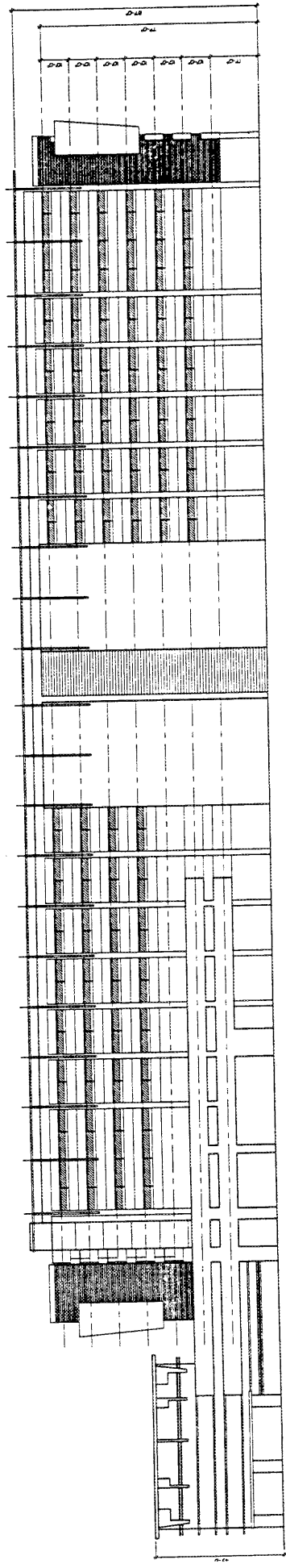
TEMPE ARIZONA
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C/O SUNCOR DEVELOPMENT CO.

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HEDRICK

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NOV 14 2000 SPD-2000-81

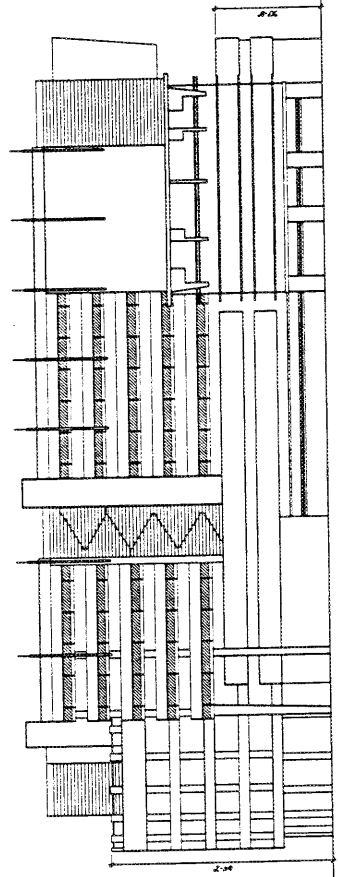
FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

1114.00



WEST ELEVATION

SCALE: 1/8" = 1'-0"

1114.00



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA

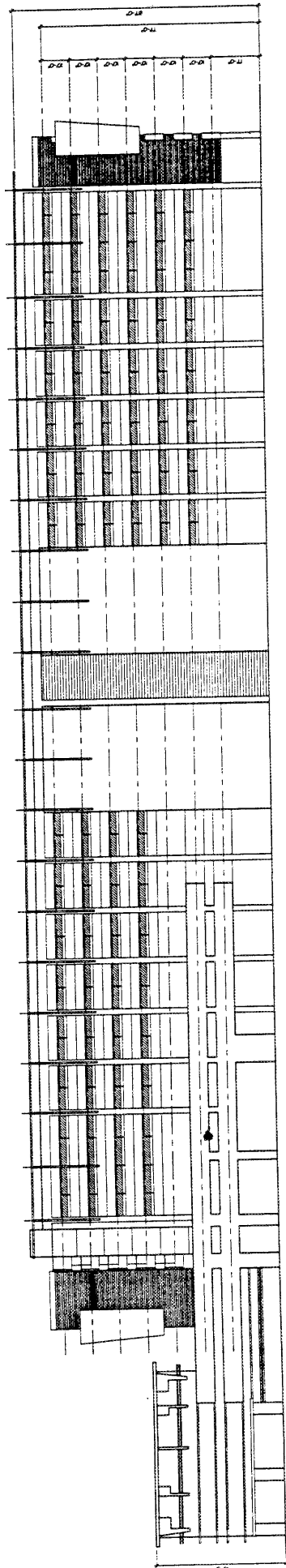
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

CORNOYER-
HEDRICK

32

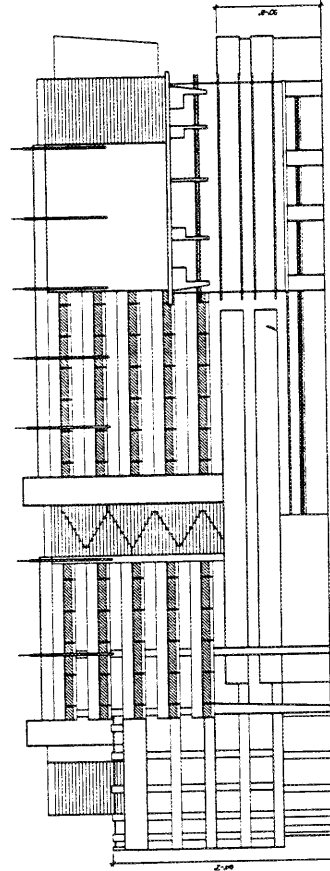
NOV 14 2000 SPD-2000.81

FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



WEST ELEVATION

SCALE: 1/8" = 1'-0"



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA

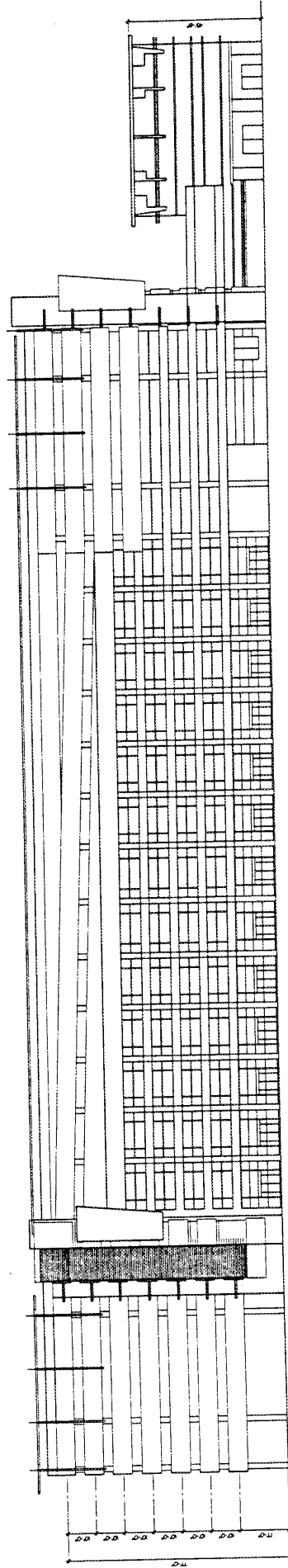
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C/O SUNCOR DEVELOPMENT CO.

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HEDRICK

32

NOV 14 2000 SPD-2000.81

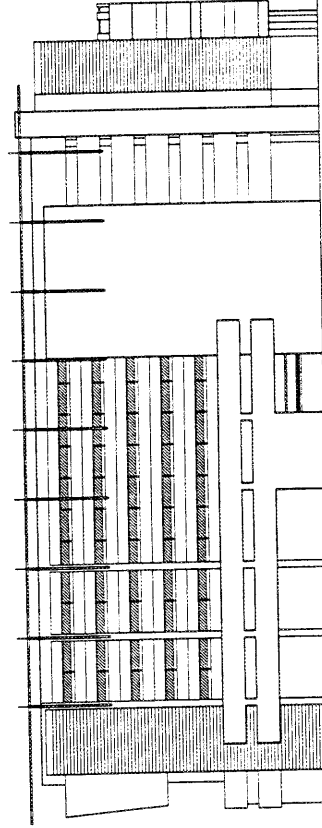
FINAL P.A.D. FOR HAYDEN FERRY LAKESIDE PHASE II & III



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

1114.00



EAST ELEVATION

SCALE: 1/8" = 1'-0"

1114.00

ARCHITECT'S SEAL



H A Y D E N F E R R Y L A K E S I D E

TEMPE ARIZONA
HAYDEN FERRY LAKESIDE LLC.
C/O SUNCOR DEVELOPMENT CO.

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NOV 14 2000 SPD-2000-81

Development Services
Department
480-350-8331 (Phone)

September 15, 2000

Oscar Hernandez, AIA
Cornoyer-Hedrick, Inc.
2425 East Camelback Rd., #400
Phoenix, Az 85016

FILE COPY

Re: #SPD-2000.37

Dear Mr. Hernandez:

At their regular meeting of September 14, 2000, the City Council approved the request by **HAYDEN FERRY LAKESIDE** (Hayden Ferry Lakeside, LLC, City of Tempe, property owners) to appeal a Planning & Zoning Commission Decision for a 1,626,700 s.f. mixed use development located at 24 East Rio Salado Parkway. The request is to modify the master plan for this waterfront development and modify the Final Planned Area Development for Phase I. The master plan is for a mixed use project containing office, residential and retail uses and the Phase I proposal is for an office building with retail/restaurant on the ground floor and three levels of parking (two below-grade & one at-grade). The applicant seeks the following approvals from the City of Tempe:

- a. **#SPD- 2000.37** A Preliminary Planned Area Development for a 1,626,700 s.f. mixed use development located at 24 East Rio Salado Parkway. The project includes: 725,000 s.f. office, 65,500 s.f. retail, 220,000 s.f. hotel, 616,200 s.f. condominiums (388 units) and a 10-level parking structure (2 levels below grade, 1 at-grade and 7 above grade) all on 16.99 net acres in the MG zoning district. This project includes the following:
Variances:
 1. Reduce required bicycle parking for the entire site by 50%.
 2. Waive the required landscape islands at the end of parking rows for the at-grade structured parking in Phase I.
- b. **#SPD- 2000.40** A Final Planned Area Development for a 207,500 s.f. office building with restaurant/ retail on the ground floor and 97 underground parking spaces, and a parking structure with 700 parking spaces (three levels of parking, two below-grade and one at-grade) on 5.75 net acres, located at 24 East Rio Salado Parkway in the MG zoning district. This project includes the following:
Variances:
 1. Increase the maximum allowed height for a parapet on an office building from 5' to 16'.
 2. Allow the use of exterior metal walls & columns for an office building.

8

The approval was subject to the following conditions:

CONDITIONS OF APPROVAL FOR AMENDED PRELIMINARY P.A.D.:

1. a. The Public Works Department shall approve all roadway, alley, and utility easement dedications, driveways, storm water retention, and street drainage plans, water and sewer construction drawings, refuse pickup, and off-site improvements.
- b. Off-site improvements to bring roadways to current standards include:
 - (1) Water lines and fire hydrants
 - (2) Sewer lines
 - (3) Storm drains
 - (4) Roadway improvements including street lights, curb, gutter, bikepath, sidewalk, bus shelter, and related amenities.
- c. Fees to be paid with the development of this project include:
 - (1) Water and sewer development fees
 - (2) Water and/or sewer participation charges
 - (3) Inspection and testing fees
- d. All applicable off-site plans shall be approved prior to recordation of Final Subdivision Plat.
2. a. All street dedications shall be made within six (6) months of Council approval.
- b. Public improvements must be installed prior to the issuance of any occupancy permits. Any phasing shall be approved by the Public Works Department.
- c. All new and existing, as well as on-site and off-site, utility lines (other than transmission lines) shall be placed underground prior to the issuance of an occupancy permit for this (re)development in accordance with the code of the City of Tempe - Section 25.120.
3. Should the property be subdivided, the owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be in a form satisfactory to the Development Services Manager and City Attorney.
4. No variances may be created by future property lines without the prior approval of the City of Tempe.
5. This plan shall be recorded prior to the issuance of permits, and shall show cross access to be maintained throughout this site over the driving aisles. No changes or modifications to the driving aisles will be allowed without the prior approval of the Transportation Division.

8a

6. The applicant shall comply with all applicable state and federal laws regarding archeological artifacts on this site.
7. An Amended Preliminary P.A.D. must be recorded prior to issuance of any construction permits for this project. A Final P.A.D. for each respective phase of development shall also be approved by the Council and recorded prior to issuance of building permits for each phase.
8. For all "for sale" residential components of the project, recycling facilities shall be provided with details to be approved by the Public Works Department prior to issuance of building permits for such units.
9. Details for utility locations shall be resolved with Public Works prior to Council action for each respective phase of development.
10. The owner shall provide parking according to the model recommended in the report submitted with the request. The model may be modified with prior approval of the Zoning Administrator.
11. A parking association shall be formed to include all owners and/or managers of all parcels within this project. The City Attorney shall review and approve all association documents and agreements.
12. The parking association shall develop two separate parking management plans for the development. One to address the overall as though it was one large development and a separate one for the residential portion. Off-hour public parking management plans shall be coordinated with the over-all Downtown public parking management schemes. Details to be resolved and approved by the Development Services Department prior to issuance of any occupancy permits.
13. A bus shelter without a pullout shall be installed on Mill Avenue. This shall be designed to Mill Ave. standards and reflected on the Final PAD prior to recordation. In lieu of shelter installation, the developer can contribute \$10,000.00 to a Transit-Developer Contribution Fund, administered by Transit Division prior to certificate of occupancy. Details to be resolved with Public Works Transit Staff.
14. Deceleration lanes shall be located on Rio Salado Parkway. Details to be resolved with Public Works prior to recordation.
15. An easement for traffic control devices service shall be provided. Details to be resolved with Public Works prior to recordation and reflected on the appropriate plan.
16. Design Review shall review and approve the architectural details, quality study for the residential portion of the project, and landscape plan as part of Final PAD approval for any portion of this project.

8b

17. Prior to recordation, the Amended Preliminary PAD shall be revised to include conditions for this action, note building heights and uses of each proposed building, reflect modified site data, and put into proper engineered format. Details to be resolved with Planning Staff.
18. All buildings located along main pedestrian pathways (R1,R2,B1,B2,B3) shall incorporate retail on ground floor. Details to be resolved at the time of processing for Final PAD for each phase.
19. A Development Agreement shall be entered into with City of Tempe, developers of Hayden Ferry Lakeside, and Hayden Ferry Flour Mill, which specifies financing details of construction of bridge way, amphitheater/waterfront feature and promenade, prior to issuance of a building permit for any above-ground construction for buildings R1 or B3.
20. Developer shall resolve final details of Flood Control access along the entire north edge of the property, along the top of the levy, as part of Final PAD approval of any phase.
21. Details of fire prevention, fire access, emergency water supply issues, and fire truck loading shall be resolved with the Fire Department prior to issuance of a building permit.
22. Developer shall work with the Public Works Department to provide final details of bicycle and pedestrian connections on and off-site as part of each Final PAD process.
23. Final approval of the Traffic Impact Study is required prior to recordation of the Amended Preliminary PAD.
24. The developer shall provide the City with satisfactory evidence of cross access onto adjacent property to the east (ASU property) prior to the issuance of a building permit for that phase of development adjacent to said parcel.
25. 25 bicycle parking spaces shall be provided in Phase I. When all phases of the project are completed, there shall be 543 bicycle parking spaces, or 50% of the total site requirement, whichever is greater. Details to be resolved with Public Works/Transit Staff as each phase is developed.
26. The location and grade-level dimensions of the garage, noted as P1 on the Amended Preliminary PAD is acceptable with two levels below grade, one at grade and a maximum of seven levels above grade containing approximately 2, 500 parking spaces. When the garage is built above grade in later phases, the developer shall work with staff in developing architectural detailing and relief for the facades of the garage, which could include stair-stepping or offsets to the upper levels, respecting the structural constraints established by the below-grade levels.
27. Flood Control District review and approval of the Preliminary PAD is required prior to recordation.

8c

28. Residential units shall be relocated as to not encroach into the 10' setback from the property line along the top of the levee.

CONDITIONS OF APPROVAL FOR FINAL P.A.D.:

1. a. The Public Works Department shall approve all roadway, alley, and utility easement dedications, driveways, storm water retention, and street drainage plans, water and sewer construction drawings, refuse pickup, and off-site improvements.
- b. Off-site improvements to bring roadways to current standards include:
 - (1) Water lines and fire hydrants
 - (2) Sewer lines
 - (3) Storm drains.
 - (4) Roadway improvements including street lights, curb, gutter, bikepath, sidewalk, bus shelter, and related amenities.
- c. Fees to be paid with the development of this project include:
 - (1) Water and sewer development fees.
 - (2) Water and/or sewer participation charges.
 - (3) Inspection and testing fees.
- d. All applicable off-site plans shall be approved prior to recordation of Final Subdivision Plat.
2. a. All street dedications shall be made within six (6) months of Council approval.
- b. Public improvements must be installed prior to the issuance of any occupancy permits. Any phasing shall be approved by the Public Works Department.
- c. All new and existing, as well as on-site and off-site, utility lines (other than transmission lines) shall be placed underground prior to the issuance of an occupancy permit for this (re)development in accordance with the Code of the City of Tempe - Section 25.120.
3. Should the property be subdivided, the owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be in a form satisfactory to the Development Services Manager and City Attorney.
4. No variances may be created by future property lines without the prior approval of the City of Tempe.
5. This plan shall be recorded prior to the issuance of permits, and shall show cross access to be maintained throughout this site over the driving aisles. No changes or modifications to the driving aisles will be allowed without the prior approval of the Transportation Division.

6. The applicant shall comply with all applicable state and federal laws regarding archeological artifacts on this site.
7. The owner shall provide parking according to the model recommended in the report submitted with the request. The model may be modified with prior approval of the Zoning Administrator.
8. A parking association shall be formed to include all owners and/or managers of all parcels within this project. The City Attorney shall review and approve all association documents and agreements.
9. Deceleration lanes shall be located on Rio Salado Parkway. Details to be resolved with Public Works prior to recordation.
10. Developer shall resolve final details of Flood Control access along the entire north edge of the property, along the top of the levy, prior to issuance of a building permit.
11. Details of fire prevention, fire access, emergency water supply issues, and fire truck loading shall be resolved with the Fire Department prior to issuance of a building permit.
12. 25 bicycle parking spaces shall be provided in Phase I. When all phases of the project are completed, there shall be 543 bicycle parking spaces, or 50% of the total site requirement, whichever is greater. Details to be resolved with Public Works/Transit Staff as each phase is developed.

After compliance with the above conditions, the required copies of the Preliminary Planned Area Development (#SPD-2000.37); and the Final Planned Area Development (#SPD-2000.40) (**three double-matte photo mylars 24" x 36", with conditions and variances listed**), should be signed in **BLACK INK AND STAMPED IN BLACK INK** by the necessary parties and forwarded to our office. Also send a check made payable to the Maricopa County Recorder, for final processing and recording. (For fee charge, please check with one of our Planning staff.)

NOTE: On January 1, 1999, the Maricopa County Recorder's Office required a **DIGITIZED, ELECTRONIC** copy of all **FINALIZED DOCUMENTS** at the time of recordation. All files should be submitted in a **.DXF, .DGN OR .DWG** file format on any of the following: 3.5" high density floppy disk, Iomega Zip disk or Compact Disk (CD). Please submit all digitized plats at the time of recordation of the approved final mylar plat.

After recording the map, the City of Tempe requires as per Ordinance 381, the following prints of the recorded map:

- | | | |
|---|---|-------------------------------------|
| 4 | - | Full size Bluelines 24" x 36" |
| 6 | - | Reduced Photo Positives (8½" x 14") |

Be

Oscar Hernandez, L.L.C.
#SPD-2000.37 #SPD-2000.40

7

This will be done by the City of Tempe. You will automatically be billed by the
Blueprint Company.

Sincerely,

for Fred Brittingham
Terry L. Mullins
Deputy Director


TLM:jrh

cc: File
Hayden Ferry Lakeside, L.L.C.
Traffic Engineer

8f

~~VOTE: Passed 6-1 (Commissioner DiDomenico dissented)~~

Fred Brittingham stated that the applicant will have 7 calendar days in which to appeal this decision to the City Clerk and file the appropriate fees. Mr. Brittingham encouraged the neighbors to call the Planning office to find out when this request would be scheduled for City Council. It will be re-posted and advertised in the Tribune but it will not be re-mailed to property owners.

 **PLANNED DEVELOPMENT (0406)** Hold a public hearing for **HAYDEN FERRY LAKESIDE** (Hayden Ferry Lakeside, LLC) for a Final PAD for Phase II and III on 3.21 net acres located at 24 East Rio Salado Parkway. The following approval is requested from the City of Tempe:

#SPD- 2000.81 A Final Planned Area Development for Phase II and III consisting of 536,700 s.f. for two office building and 46,300 s.f. retail space, including a parking structure with 2,215 parking spaces (seven levels of parking) on 3.21 net acres, located at 24 East Rio Salado Parkway in the MG Zoning District. This project includes the following:

Variances:

Reduce the minimum bicycle parking required within the Arizona State University commuting area for Phase II and III from 230 spaces to 50 spaces (25 spaces for Phase II and 25 spaces for Phase III).

Grady Gammage represented the request and gave a history of the site. Mr. Gammage noted that the variance has been withdrawn. The demand for office space in Phase I has also generated this request to finalize Phase II and III. Design Review Board approved the project last week. Some of the changes are the refinement on the parking garage, building skins, and landscaping. There have been no changes in square footage or building heights. Mr. Gammage stated that as parking is built out there may be a chance to reduce parking. However, at this time it is the same parking garage size.

The following spoke on the request:

Tom Hornsby – Chairman of Mitchell West Neighborhood Association. Concerned about traffic studies and vehicle impact on downtown and the neighborhood.

Hector Tapia recommended approval of the case.

Mr. Gammage stated that the overall intensity of the project has been fixed since the early 1990's and a full traffic study on site is not before the Commission.

MOTION: Commissioner Huellmantel made a motion to approve #SPD-2000.81 and the conditions as noted in the staff report. It should be noted that the variance was withdrawn by the applicant. Commissioner Vaz seconded the motion.

Commissioner Spitler wished the applicant a lot of luck in getting this project off the ground and noted that the project hasn't changed at all since their last review. Believes the Commission will need to look deeper at keeping parking to a minimum.

Commissioner Huellmantel stated that there will be issues the City will need to address.

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VOTE: Passed 7-0.

The approval was subject to the following conditions:

1. a. The Public Works Department shall approve all roadway, alley, and utility easement dedications, driveways, storm water retention, and street drainage plans, water and sewer construction drawings, refuse pickup, and off-site improvements.
- b. Off-site improvements to bring roadways to current standards include:
 - (1) Water lines and fire hydrants
 - (2) Sewer lines
 - (3) Storm drains
 - (4) Roadway improvements including street lights, curb, gutter, bikepath, sidewalk, bus shelter, and related amenities.
- c. Fees to be paid with the development of this project include:
 - (1) Water and sewer development fees
 - (2) Water and/or sewer participation charges
 - (3) Inspection and testing fees
- d. All applicable off-site plans shall be approved prior to recordation of Final Subdivision Plat.
2. a. All street dedications shall be made within six (6) months of Council approval.
- b. Public improvements must be installed prior to the issuance of any occupancy permits. Any phasing shall be approved by the Public Works Department.
- c. All new and existing, as well as on-site and off-site, utility lines (other than transmission lines) shall be placed underground prior to the issuance of an occupancy permit for this (re)development in accordance with the code of the City of Tempe - Section 25.120.
3. Should the property be subdivided, the owner(s) shall provide a continuing care condition, covenant and restriction for all of the project's landscaping, required by Ordinance or located in any common area on site. The CC&R's shall be in a form satisfactory to the Development Services Manager and City Attorney.
4. No variances shall be created by future property lines without the prior approval of the City of Tempe.
5. This plan shall be recorded prior to the issuance of permits, and shall show cross access to be maintained throughout this site over the driving aisles. No changes or modifications to the driving aisles will be allowed without the prior approval of the Transportation Division.
6. The applicant shall comply with all applicable state and federal laws regarding archeological artifacts on this site.

7. The owner shall provide parking according to the model recommended in the report submitted with the request. The model may be modified with prior approval of the Zoning Administrator.
8. A parking association shall be formed to include all owners and/or managers of all parcels within this project. The City Attorney shall review and approve all association documents and agreements.
9. Deceleration lanes shall be located on Rio Salado Parkway. Details to be resolved with Public Works prior to recordation.
10. Developer shall resolve final details of Flood Control access along the entire north edge of the property, along the top of the levy, prior to issuance of a building permit.
11. Details of fire prevention, fire access, emergency water supply issues, and fire truck loading shall be resolved with the Fire Department prior to issuance of a building permit.
12. 50 bicycle parking spaces shall be provided in Phase II and 65 in Phase III. Details to be resolved with Public Works/Transit Staff as each phase is developed.
13. All applicable conditions as approved by City Council, September 14, 2000, shall apply (SPD-2000.37 and SPD-2000.40).

PLANNED DEVELOPMENT (0406) Hold a public hearing for **CENTERPOINT RESIDENTIAL** (Centerpoint Plaza Limited Partnership, property owner) for an 8th Amended Preliminary Planned Area Development for 1,409,341 s.f. on 24.16 acres mixed use development located at 75 West 5th Street. The following approval is requested from the City of Tempe:

#SPD- 2000.80 8th Amended Preliminary Planned Area Development for Phase VIII for 793,498 s.f. mixed use development for retail, restaurants, 612 residential units, and a parking structure with a total of 1,616 parking spaces (two levels of parking, three below-grade and one at-grade) on 5.35 net acres, located at 75 West 5th Street in the CCD Zoning District. This project includes the following:

Use Permit:

Allow live/work (flex space) condominiums units, and mixed uses as retail/restaurants (with entertainment).

Variances:

1. Increase the maximum allowed height for mechanical screening from 12' to 20'.
2. Increase the maximum allowed building lot coverage from 40% to 44%.
3. Increase the maximum existed allowed building height from 204' to 225'.
4. Reduce the minimum bicycle parking required within the Arizona State University commuting area from 730 spaces to 50 spaces.